

MINUTES OF THE 2002 COMMAND CE VEHICLE MANAGERS' WORKSHOP

25-29 March 2002

Mr. Wagner, HQ AFCESA/CEOK, welcomed the group to Nellis AFB and the 2002 Command CE Vehicle Managers' Workshop. He defined two goals of the workshop and discussed the previous week's visit to CONEXPO/CONAGG and identified, with pictures, some new equipment items as possible MEEP projects. From that, the group worked the agenda through to completion establishing new action items to resolve problem areas in policy, vehicle/equipment definition, and acquisition of CE special purpose vehicles and equipment. This year's workshop was a success because of the active participation of the attendees on matters that affect field operations.

a. New Action Items:

(1) **ACTION ITEM #02-01. Request HQ USAF/ILTV revise AFI 24-301, Chapter 5, paragraph 5.3, eliminating the "Zero Growth" policy.** This change would allow MAJCOM/base LGTVs to approve/disapprove authorization requests based on actual requirements rather than disapprove a request based only on the downward-directed zero growth policy. The majority of the voting members felt the purpose and intent of the 1988 established zero growth policy has achieved its goal and should be rescinded. Its intent was to reduce the number of vehicle authorizations to a level matching the reduction in forces. We supported that effort and have reduced our level of general and special purpose vehicles and equipment to a level commensurate with our current training requirements and workload.

Currently, civil engineers experience growths in manpower and mission without much to do or fanfare and require vehicles to support these increases. However, when requests are made to offset these mission increases, the increased workload is recognized by the vehicle Transportation-approving authorities, but often times disapproved based on the 1988 imposed zero growth policy. We would request each authorization be approved based on its own merit.

OPR: HQ AFCESA/CEOK

SUSPENSE: Letter of request to HQ USAF/ILTV – Oct 02

(2) **ACTION ITEM #02-02. Identify a War Readiness Material (WRM) snow removal package(s) and once identified, gain Air Staff support for funding and placement.** Past, present, and future activities have identified the requirement for dedicated WRM snow removal equipment packages at PACAF, USAFE, and CENTAF that can be used to support Air Force forward locations. Past requirements have been met with snow removal equipment from the existing fleet, placing a strain on mission capabilities at those units having to provide snow removal equipment to a deployed location. The fleet, although now just starting a modernization initiative, is still inadequate and consists of antiquated, inferior equipment. Mandating the redistribution of current base snow removal equipment assets only detracts from their required mission and increases the opportunities for aircraft mishaps.

MAJCOMs stated the need for WRM snow removal package(s) and requested HQ AFCESA/CEOK work the issue. First, MAJCOMs would be requested to provide a basic snow removal package based on their requirements. HQ AFCESA would review and consolidate input from the MAJCOMs for concurrence on the configuration of the final set(s) of WRM snow removal equipment. Once the set(s) were identified, HQ AFCESA would champion the requirement to Air Staff for action.

OPR: HQ AFCESA/CEOK

OCRs: Air Staff and all MAJCOMs

SUSPENSE: Request MAJCOMs provide tentative snow removal set configuration. Letter to MAJCOMs, Jul 02

Identify tentative set configuration to MAJCOMs for approval. Back to MAJCOMs, Oct 02

Request Air Staff support establishing WRM snow removal equipment package(s), Dec 02

(3) ACTION ITEM #02-03. Allowance Standard AS-019 action - replace current RRR excavator with new vehicle identified and justified by the readiness community. The readiness community is currently changing out the excavator for RRR and replacing it with a new vehicle configuration. As CE functional focal point for Allowance Standard AS-019, HQ AFCESA/CEOK has agreed to request and coordinate the excavator change in the RRR set with HQ USAF/ILTV and MAJCOM/LGTVs.

OPR: HQ AFCESA/CEOK

OCR: HQ AFCESA/CEXR

SUSPENSE: 30 days after receipt of request from HQ AFCESA/CEXR.

(4) ACTION ITEM #02-04. Provide tentative FY vehicle allocations to all MAJCOM CE vehicle program managers. Under current practices, base customers are supposed to be involved in identifying each vehicle's configuration required to meet job requirements during the acquisition process. Most customers are not notified of the allocations or are requested to provide their recommended configuration requirements. Since WR-ALC/LESVG now uses manufacturer's brochures instead of MIL-SPECS or Commercial Item Description (CIDS) to purchase our requirements, it is critical the customer be involved in the original vehicle configuration process.

To ensure this happens and customers are notified of tentative vehicle allocations, MAJCOMs requested they receive a courtesy copy of any tentative allocations sent to their LGTV's by WR-ALC. WR-ALC/LESVG stated they were not authorized to do this but would, if HQ AFCESA requested, ask MAJCOM/LGTVs to approve allowing WR-ALC provide HQ AFCESA a courtesy copy of all CE allocations. If approved, HQ AFCESA/CEOK would then forward all MAJCOM allocations to the respective MAJCOM and provide any assistance requested. All agreed to this approach.

OPR: HQ AFCESA/CEOK

SUSPENSE: Letter of request to WR/ALC - Sep 02

(5) **ACTION ITEM #02-05. Establish CE vehicle liaison position at WR-ALC/LE.** Currently, the difficulties encountered during the vehicle acquisition process require close support from the engineers to ensure the correct items are being procured and the user has the opportunity to provide the ordering data necessary for the asset to be properly equipped once delivered to the unit. To this end, a HQ AFCESA subordinate position serving as CE vehicle liaison at Robins would greatly enhance our abilities to meet the engineer's needs. It was agreed this request be made by HQ AFCESA/CEOK. This action was endorsed by the WR-ALC/LESVG members present.

OPR: HQ AFCESA/CEOK

SUSPENSE: 31 Mar 03

(6) **ACTION ITEM #02-06. Crane Certification and Inspection.** The group was concerned that current guidance for the inspection and certification process for cranes was difficult to locate and the guidance available was confusing. The group requested HQ AFCESA research crane certification requirements and practices and any related safety requirements currently imposed. In addition, the responsibility for carrying out the certifications was questioned as to who is responsible.

HQ AFCESA agreed to research the appropriate AFIs, OSHA, and AFOSH standards and make the findings known to the MAJCOMs by placing them on the AFCESA homepage. At the conclusion of the discussion, MSgt Tichota, HQ PACAF, volunteered to assist in the research.

OPR: HQ AFCESA/CEOK

OCR: HQ PACAF

SUSPENSE: Publish findings on the AFCESA homepage, Mar 03

b. **Briefing(s):**

(1) **Snow Removal Product Availability.**

BRIEFER: Mr. Steve Karlin, Oshkosh Truck

Mr. Karlin briefed the different commercial configurations available on our current "H" series snow removal blowers, brooms, and plows. The horsepower of the auxiliary engine unit snow removal capability could be increased by adding a blower to a prime mover equipped with a broom. Another option would be to add a coupler to the broom prime mover, which would allow a plow blade to be used. In addition, he presented snow removal design configurations used at some commercial airports that offered the capability to broom and plow snow at the same time. An informative briefing enjoyed by all attendees.

(2) **Snow Removal Equipment Update.**

BRIEFER: Mr. Dave Wagner, HQ AFCESA/CEOK

Mr. Wagner briefed the current standing of the snow removal modernization plan and the current status of the Snow and Ice Control System (SNIC) now located at 13 bases. The AF SNICs are currently unable to transfer the chemical application information received from the grip tester to the application vehicles, making it necessary to manually set application rates. This feature is available from the supplier and has been tested in Canada. However, the Canadians decided they wanted to maintain the ability to manually set the application rates and are not currently using this feature. HQ AFCESA will locate an activity (one of the 13 now using the SNIC that will test the benefits of the complete system, allowing the AF to make a decision whether to purchase the additional capability).

(3) Lease/Rental Prospects.

BRIEFER: Mr. Paul Williams, John Deere CO.

Mr. Williams briefed the work in progress with the Defense Supply Center Philadelphia (DSCP) in an effort to set up a lease initiative with the military. This initiative would center on “lease to purchase” type leases first, rather than short-term rentals or leases. Pricing would be reduced significantly, but would mainly be determined on how soon the lease/purchase agreement was completed. This type lease process would be faster since the competitive portion of the contracting agreement would have already been completed. The competitive pricing of this initiative will determine its success.

(4) Management And Equipment Evaluation Program (MEEP).

BRIEFER: Mr. Charles F. Batchelor, Chief, AF MEEP

Mr. Batchelor gave a briefing on MEEP explaining what it is and how it operates. He explained MEEP’s history, mission, and concept of operations. He also explained the benefits the government and industry gain by using the program, and gave an overview on the status of past and current projects. Mr. Batchelor spoke briefly about the consolidation of the MEEP, the role of MAJCOM representatives, and the need for more projects.

Mr. Batchelor concluded his briefing by explaining he is seeking the assistance of MAJCOM/LGTOs, WR-ALC/LES, HQ AFCESA/CEOK, and the Air Staff to establish a set of procedures for adding MEEP-approved vehicles/equipment to the Air Force inventory. In the past, procedures for adding the MEEP-approved vehicles/equipment into the inventory were unclear and many delays were experienced. The procedures are expected to be established by Jul 02.

c. Discussion Topics:

(1) SNIC’s Compliance to Narrow-Band Communications. During the briefing, the question was asked if the communications system used to report surface conditions of the airfield paved surfaces was narrow-band compliant. Contact was made with the supplier and the communication system is narrow-band compliant.

(2) Depot Overhaul of Sweepers. Concern was expressed over depot overhaul of the TYMCO (multipurpose) airfield and street sweepers. Some have been overhauled two and three times. In many instances, neither Transportation maintenance nor CE Operations can meet operational needs due to the excessive vehicle out-of-commission rates. It was explained to the group that WR-ALC would provide depot overhaul capabilities as long as MAJCOM/LGTVs requested it. It was also mentioned that in 1997 the WR-ALC vehicle program manager and HQ AFCESA/CEOK provided information in a briefing that did not support the program. With the shortage of new pri-buy dollars, the MAJCOM/LGTVs continue to use the depot repair facility as an alternative means to offset funding shortages for vehicles. The members present were told that until the base CE operations office could convince the transportation community that this avenue of repair is not meeting their needs, the depot overhaul program would most likely continue. The quality of depot maintenance performed was questioned and a source was requested to validate the work performed once the unit returned from depot. With this specification, the quality of work could be evaluated and Quality Deficiency Reports (QDRs) could be turned in for unacceptable work performed. Each activity was encouraged to acquire a copy of this specification and report any shortcomings of the depot repairs to their maintenance activity or if need be, HQ AFCESA/CEOK. In either case, this office would be interested in a courtesy copy of any reports involving the sweeper depot overhaul program. Directions to the specification are:

Log onto <https://sevpqm.robins.af.mil>

Click on VEHICLES

“ “ MAJCOM USER

“ “ DEPOT PROGRAM

“ “ CURRENT DEPOT PROGRAM

“ “ CLICK HERE

Tab down to Vacuum Sweeper Overhaul

Click on APENDIX A - Specification should appear.

(3) Specialty Equipment Utilization. It was brought up, based on geographical locations, some special purpose vehicles, equipment, and attachments were under-utilized while others were over-utilized. MAJCOM/LGTVs in attendance recommended the concerned MAJCOM work from within their MAJCOM redistribute assets to average out the use rate.

(4) Replace truck-mounted excavator with a more versatile track-mounted excavator. The truck-mounted excavator is restrictive as to job versatility where the track-mounted is. It was recommended the truck-mounted excavator be deleted from the allowance standard and replaced with the track-mounted excavator. Since this was a MAJCOM-specific allowance, it was recommended each MAJCOM work their specific truck-mounted excavator within their respective MAJCOMs. Should this become a “common to all” MAJCOM issue, HQ AFCESA will take the necessary action to place the track-mounted excavator in the AS-019 “common to all” allowance standard.

(5) Telephone Maintenance Trucks as Special Purpose Vehicles. GSA leasing is normally for general purpose vehicles. The telephone maintenance truck is classified as a special purpose vehicle, but remains in the general classification on the general purpose vehicles. The

concern centered on the interpretation of general and special purpose where one command did not lease the telephone maintenance while all the rest did. The command LGTVs present indicated that even with the classification of the telephone maintenance truck as special purpose, they were included and provided through GSA. The affected command took the comments under advisement.

(6) GSA Lease Program. The requested briefer declined to attend, so this item turned into a discussion topic. No real resolutions were accomplished, but the general consensus was there was a lack of understanding of the current direction of the GSA leasing program with regard to funding and/or maintenance.

(7) Acquisition Process, MILSPECS to CIDS, Multiple Award Schedules, and ordering data. Mr. Williams led a discussion of the above topics.

Acquisition Process is now managed by each MAJCOM with the distribution of funds to each wing commander under that command. The wing commander controlled what was purchased by type and quantity. MAJCOMs usually concurred with the wing commander, forwarding their requirements to WR-ALC where they purchased vehicles as directed.

Changes from **MILSPECS to CIDS.** MILSPECS were of military design requiring manufacturers to provide items not provided to commercial activities. These items often included blackout lights, special paints other than commercial, etc. Commercial item descriptions (CIDS) define military requirements, but are limited to what commercial manufacturers provide their civilian customers. In most cases, this met CE special purpose vehicle requirements. Currently, WR-ALC is using neither for the acquisition of our vehicles, they use commercial brochures. These brochures identify the standard items furnished as well as the optional items. In this instance, it is critical all base activities be involved in the **ordering data process** because the design and performance capability are subject to change without notice; and the standard features that used to be provided through the MILSPECS are now optional items in many instances.

Multiple Award Schedules are maintained by the Defense Supply Center Philadelphia (DSCP) and are in-place contracts that have already met competition requirements and have established prices for each product plus their options. Unless previously identified by the customer, the cheapest product available is usually purchased. Two things that influence purchasing other than the cheapest is attachment compatibility and past performance. If you have a vehicle that has reached its useful life while its attachments are still good and serviceable, you can request acquisition of a like vehicle to take advantage of the attachments already purchased. Likewise, if you have an asset that has demonstrated high performance and you have the records to support it, you could request that same manufacturer's item as a replacement.

(8) Air Transportability. Air transportability is required for vehicle assets assigned to the 611th based at Elmendorf. Most remote sites in Alaska are accessible only by C-130s, making a special air transportable equipment package a must to meet this unique requirement. HQ AFCEA/CEOK has agreed to work with the 611th to discuss and work possible resolutions to

their equipment issues, coordinate recommended solutions with HQ PACAF, and assist where needed.

d. Old Action Items:

(1) OLD ACTION ITEMS: Completed and deleted:

ACTION ITEM #00-01 Develop integrated vehicle management plan (IVMP) for fixing shortfalls in the acquisition of vehicles and equipment for the BCE, RED HORSE, and EOD.

ACTION ITEM #00-02 From Action Item #00-01, establish procedures to present BCE vehicle issues to the Readiness Panel.

ACTION ITEM #00-04 Provide definitive guidance regarding relationship of current allowance standards with Most Effective Operations (MEO) contract bid packages.

ACTION ITEM #01-04 Create an additional option in Allowance Standard (AS)-019 under National Stock Number (NSN) 3825-01-107-2438 to allow for either the current multipurpose sweeper or a 100% dedicated street sweeper under the basis of issue of one per base for streets and parking lots.

ACTION ITEM #01-06 Provide direction to MAJCOMs for receipt of the Allowance Standard Retrieval System (ASRS) CD-ROM.

ACTION ITEM #01-08 Determine sewer cleaner configuration requirements.

(NOTE: Action Items #01-01, 01-02, and 01-03 have not been worked due to events resulting from 911 and support of other AF initiatives. These items remain open and will be worked.)

(2) OLD ACTION ITEMS: OPEN

ACTION ITEM #01-01. Develop guidance to assist MAJCOM vehicle managers to better define/identify vehicle requirements.

In response to HQ AFCESA/CEO's IVMP memo, HQ USAF/ILEXO and HQ AFCESA/CEOM have agreed to develop guidance/strategy for MAJCOM/CE vehicle managers in preparation for providing input into vehicle requirements as a result of the recent decentralization of vehicle procurement funds. Strategy will include timeline, funding bogies, and other justification in an effort to elevate CE vehicle buy priorities. Justification will include efforts for vehicle status in SORTS or other methods, other functional support (airfield managers), and state of the entire Air Force CE vehicle fleet. Guidance will address obtaining feedback on status of purchases, low vehicle utilization rates (compare to tool boxes), methods to increase funding, and restoring the Vehicle Authorization Utilization Board (VAUB), as well as using Heavy Equipment Procurement Program (HEPP) to assist in determining vehicle specification purchasing options.

OPR: HQ USAF/ILEXO
OCR: HQ AFCESA/CEOM

ECD: Mar 02

STATUS: No progress

ACTION ITEM #01-02. Develop a method/avenue to integrate vehicle issues into the CE corporate structure.

The working group recognized a problem that vehicle issues were not receiving enough visibility in the CE corporate structure. The issue was compared to how readiness, training, and education issues are elevated to the corporate structure through the Civil Engineer Readiness Council and the Program Review Committee. An option for consideration includes incorporating vehicle issues through HQ AFCESA to the CE Worldwide Conferences.

OPR: HQ USAF/ILEXO
OCR: HQ AFCESA/CEOM
ECD: Mar 02

STATUS: No progress

ACTION ITEM #01-03. Determine impact on CE modernization efforts as HQ USAF/ILTV reduces MEEP manpower positions from 12 to 6/7 positions and consolidates the MEEP program at Langley AFB VA. Ensure position description (PD) best demonstrates CE needs and CE makes selection.

(a) The group was briefed concerning the possible addition of a technically qualified CE position to Transportation's MEEP at Langley. In addition to expressing concerns about the location of the slot, HQ AFCESA/Langley, the PD controlling these duties should be closely scrutinized. It was clear from the discussions that this position should be someone hired by CE and have a vast CE knowledge, not a prior Transportation background.

(b) The group tasked HQ USAF/ILEXO to ensure HQ AFCESA and interested MAJCOMs have an opportunity to review and comment on the final PD.

OPR: HQ USAF/ILEXO
OCR: HQ AFCESA/CEOM
All MAJCOMs
ECD: 30 days after generation of draft PD

STATUS: No progress

ACTION ITEM #01-05. Migrate the current IWIMS Vehicle Management Program to ACES.

(a) Currently, IWIMS contains a vehicle program designed to assist the VCO/VCNCOs in managing the CE vehicle fleet. ACES will soon replace IWIMS and the question was raised, should this vehicle management program be updated and moved from IWIMS to ACES? A quick survey of the MAJCOMs indicated the majority was not currently using the program. This

made it necessary to survey the bases to check the level of usage there. The first objective is to determine if the program is being used and is it needed?

(b) CE data in IWIMS is input manually while the same data is maintained at Transportation's Vehicle Maintenance Branch under a program called On-Line Vehicle Interactive Management System (OLVIMS). Maintenance data is used to validate IWIMS data, so why was it necessary to keep two separate packages of data when one can be easily electronically accessed and data reports designed to meet CE needs? The group agreed OLVIMS would be used should the program be required in ACES.

(c) Discussions led to several taskings. They were:

(1) Suspense MAJCOMs (30-day turnaround) to query their bases concerning their awareness of the current program and to validate its need.

(2) At the same time, suspense MAJCOMs to query their bases to identify program content. HQ AFCESA/CEOM will provide the current program's content containing an explanation of each data field and a program worksheet that allows bases to select/deselect the data fields necessary for the program. Blank data entries will be available for bases to identify new data fields.

(3) The results of this survey will generate the basic information, plus any new data fields, needed for the new ACES vehicle management program. Survey data indicating there is no further requirement for this program will be provided to the ACES working group for documentation.

OPR: HQ AFCESA/CEOM
OCR: ALL MAJCOMs
ECD: Sep 01

STATUS: MAJCOMs/Bases were surveyed to determine the content of the vehicle program to be developed in ACES. Information was provided to the ACES IPT to use as evaluation criteria for selected commercial off-the-shelf (COTS) programs that may or may not be suitable for CE use instead of developing internal programs. Evaluation revealed that all of the COTS programs could interface with the AF vehicle maintenance program and develop screens to accommodate our requirements. Total review of COTS programs pending.

HQ USAF/ILTV (M) was provided our requirements for review and indicated interface with the local base vehicle maintenance programs was doable. A recent meeting with Gunter SSG confirmed interface and supported the necessary screens to provide CE data, plus the possible use of AD-HOC queries.

Project open pending final evaluation of COTS. Once decision is made as to program direction (COTS or internal development), assistance will be given to the IPT to develop final screens and interface. ECD Dec 03. OPEN

ACTION ITEM #01-07. Conduct an AS-019 Review.

(a) AS-019 contains all the vehicle allowances a BCE should need to perform the CE mission at a normal or average base. Please keep in mind that each allowance has to be justified before it becomes a valid authorization and any additional requirement over and above these common allowances is requested using the Command Unique Allowance designator; i.e., AS-021 belongs to AFSPC and AS-022 belongs to USAFE.

(b) Members of the group indicated there is a growing concern that some of the allowances may not be meeting the needs of the BCE. Since AS-019 has not been reviewed in over 10 years, MAJCOMs indicated a review was in order. After a short discussion, it was agreed a review would be conducted only if a survey of the bases indicated changes were required. HQ AFCESA will request MAJCOMs to query their bases to validate the need for a review. On 2 Apr 01, HQ AFCESA sent out copies of the ASRS to the MAJCOMs for distribution to the bases to assist in the determination. In addition, it was decided certain elements of the standard would not be considered for review (all readiness standards, Fire, EOD, the Operation's "single BOI," and snow removal). Snow removal is in the middle of a vast upgrade, and exact performance capabilities of the new units are not yet validated.

OPR: HQ AFCESA/CEOM

OCR: ALL MAJCOMs

ECD: Dec 01

STATUS: Letter dated 23 May 01 requested MAJCOMs initiate the AS-019 review, requesting each base within their command review the allowance standards making comments and recommendations as to which allowances required attention. This action was complete and a meeting was set for Nov 01. 9/11 cancelled the review and all agreed to hold the review in conjunction with the 2002 workshop.

The AS-019 review was conducted the week of 28 Mar 02 and revisions were made to numerous allowance standards. The minutes will be posted when approved. HQ AFCESA/CEOK will draft a letter to HQ USAF/ILTV requesting they coordinate the requests with all MAJCOM/LGTVs and approve as written. ECD 30 Sep 02. See attachment one for detailed changes.

ALLOWANCE STANDARD AS-019 REVIEW

The following changes were identified during the review:

1. **AS-019NAZZ Fire Marshall.** Add Management Code (MC) 199, NSN 2320-00-988-9120, Truck Utility 4X4, 3500G, GED, to the selection of vehicles available for the Fire Marshall.
2. **AS-019N*ZZ CE Inspectors/QAEs.** This is a new Allowance Standard for inspectors and QAEs. Its identifier, 019N*ZZ, has not been identified. The allowance will read “1 per CE inspector/QAE.” The allowance for the housing inspector will be removed from the 019NHZZ and be covered under this new allowance. The verification of the number of inspectors will be by the use on the Unit UMD. Each inspector/QAE will have “inspector” or “QAE” in its job description. If not identified by the UMD, the allowance may be disapproved. The vehicles identified to fill this requirement were MC B200, NSN 2320-01-009-6194, Truck PU Comp 4X2, and/or MC B227, NSN 2320-01-087-8223, PU Comp 4X4.
3. **AS-019NCZZ Environmental.** The responsibility for recycling was placed on CE with no vehicle support to make it happen. In some instances, in-house “out-of-hide” assets were used and in other instances, contracts were established. In instances where in-house forces are used, vehicle allowances should be provided.

Prior to any efforts to acquire vehicles to support recycling, AFCESA will research current AFIs to verify recycling operations are not required to be “self sufficient.” If they are, then work to change the AFI. MAJCOMs will then be requested to identify by type and size a vehicle package that meets their recycling needs. HQ AFCESA/CEOK will consolidate the listings and request approval of standard AS-019 package. HQ AFCESA will also ask what is being used now to meet the requirement and how they were sourced. Also, if contracted or in-house operation.

From this coordinated package, HQ AFCESA will request HQ USAF/ILTV coordinate with MAJCOM/LGTVs and approve the package as requested. ECD 31 Dec 02.

4. **AS-019NDZZ Housing Services/Family Housing/Housing Referral.** Add MC 102, NSN 2310-00-096-3343, Sedan, compact, 4-pass, Class II. Less costly item and may be preferred over station wagon. Under NSN 2320-01-250-7367, add “Furnishings Management” with an allowance of “1 per Furnishings Management office NOA all other NSN identified for NDZZ.
5. **AS-019NGZZ Heavy Repair Horizontal.** It was recommended the formulas for the number of snow plows, blowers, and brooms be evaluated for a better means of identifying the requirements. The recommendation was accepted, but postponed for a minimum of two years until there is enough experience data on the new plows and brooms to properly tie quantity required to the new formula.

Add an additional 3,000/5,000 gal water truck to NGZZ to meet EPA environmental compliance requirements. New asset will have to be cataloged to meet requirement once allowance is approved.

Add the Stellar Shuttle System to NGZZ with a ratio of “one per base.” The addition of this item will be with a Not Otherwise Authorized (NOA) 5-ton dump truck or a 1500-gal water distributor. The Stellar Shuttle System purchased as a vehicle will consist of the hydraulic system required to operate the loading and unloading mechanism, the loading and unloading mechanism for the attachments plus the hydraulic pump for the water distributor. It will also include at least one attachment, either the 3,000-gal water distributor or the 8 CY dump body equipped with their lifting mechanisms. The customer will have the option, at no cost to current authorizations, the right to purchase any attachment that fits the truck configuration. These attachments will be listed in AS-036 as equipment items for easy purchase.

Add NSN 2330-01-058-5911, trailer, lowboy, 35-ton to NGZZ with an allowance of “1 per base.”

6. Resources Flight. Add new allowance not yet identified. The vehicle quantity will be one vehicle for each five personnel authorized. (The UMD will validate number of personnel). The vehicle types identified for this new AS will be MC B200, NSN 2320-01-009-6194, Truck PU Comp, 4X2 and the panel van.
7. AS-019NJZZ Infrastructure Electrical. List AS-019 AAZZ, NSN 2330-00-420-7079, as NOA when authorized AS-019 NJZZ, NSN 2330-00-471-4506. Add NSN 2330-00-471-4506 to AS-019 NJZZ with a description of “cable reel trailer with pole hauling capability” with an allowance of “one per base” and list it as NOA to AS-019 AAZZ, NSN 2330-00-420-7079.
8. AS-019NVZZ Disaster Preparedness. Add MC 190, NSN 2320-00-950-4238, under NSN 2320-00-580-2955 with an NOA for either asset.