Identifying emerging pollution prevention technologies for direct insertion.

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Technology Insertion overview

- The IPT
- Identification of solutions to specific needs
- Ranking and prioritization
- The Decision Package
- Results
- Next steps

The IPT concept

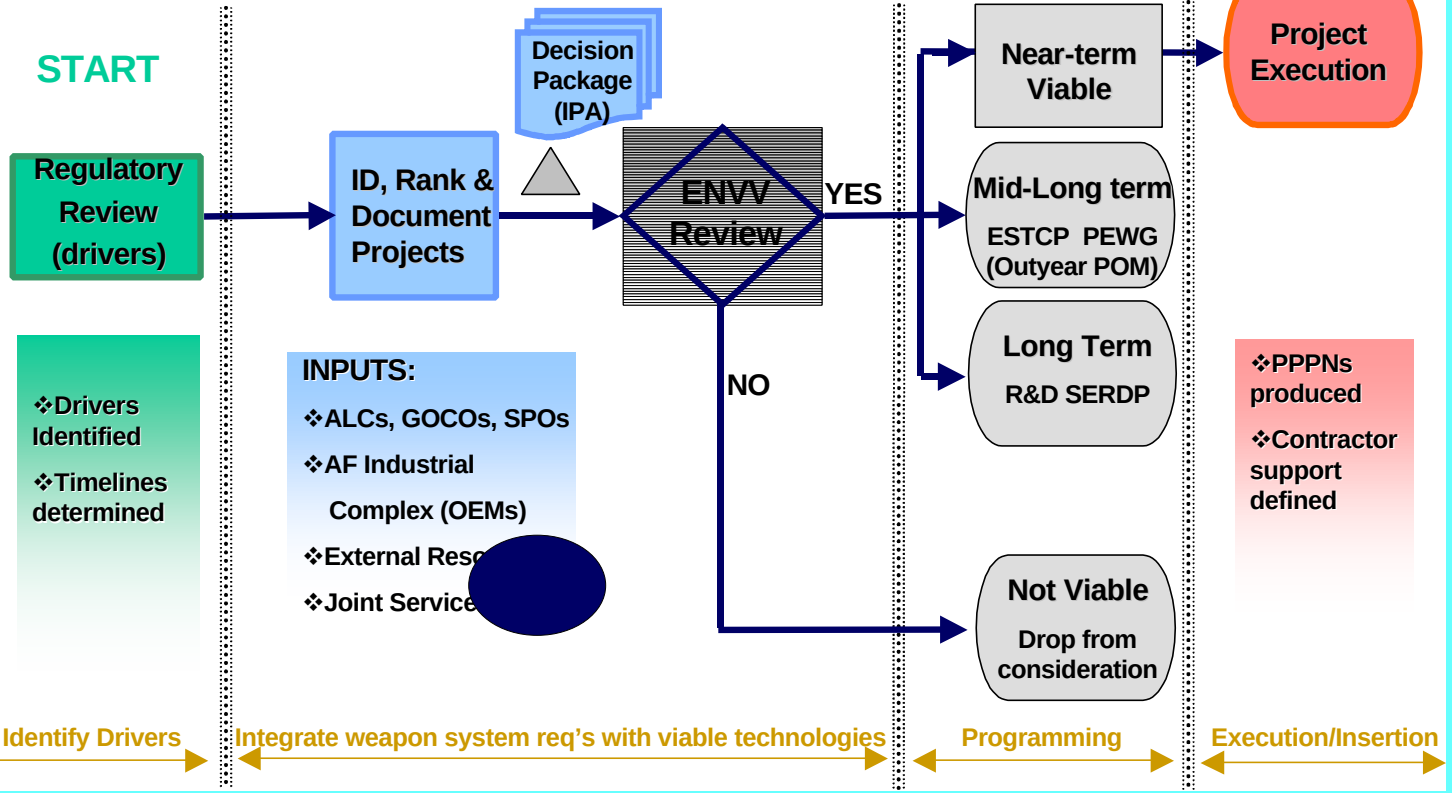
IPT Overview

Birthplace, Home and Future of Aerospace

Regulations - TBD

Project Development - Valley (Battelle Support)

Project Execution and HQ Conduit - Capt Hill



Solutions for specific needs

- Regulatory drivers identified by another group
- The customer ‘network’
  - OEMs-Boeing, Lockheed-Martin, Raytheon, others
  - Air Logistics Centers
  - Special program offices, GOCOs and ASC co-locates
  - Academic and research organizations
  - Scores of ongoing technology proving organizations
  - Scores of URL sites and progress data

Solutions for specific needs, continued

- Ensure no redundancy or duplication
- Establish project-specific advocacy and definition
  - ‘golden letters’ of support
    - Chief Scientists to process directorates
- Establish data needs and insertion obstacles
  - Efficacy, economics, environment and energy drivers
- Establish the basis for the Business Case Analysis

Ranking and prioritization

- Criteria are subjective to fund source
  - O&M, R&D, maintenance, aircraft/missile specific
- Perspective of funding authority biased
  - Pollution prevention (environmental burden reduction)
  - Multiple weapon system involvement or interest
  - Payback
  - Match to ‘need level’

Ranking and prioritization, continued

CRITERIA	POSSIBLE	WEIGHT	SCORE	SUB TOT
Availability/ Quality of Cost Data	**10** – very likely/extremely favorable **8** – Likely/favorable **5** – Not Likely/unfavorable			
Technological Maturity	**10** – very likely/extremely (GOTS/COTS) **8** – Likely/favorable (DEM/VAL, FIELD QUAL) **5** – Not Likely/unfavorable (R&D, possible POM project)			
Duplication/ Redundancy	**10** – Not Likely **8** – Possible existing overlap **5** –very likely/documented overlap			
Advocacy	**10** – very likely/extremely favorable **8** – Likely/favorable **5** – Not Likely/unfavorable			
Probable Benefit	**10** – very likely/extremely favorable **8** – Likely/favorable **5** – Not Likely/unfavorable			
Basis for Need	**10** – very well documented (Commendation letters, etc.) **8** – Documented to some extent/may be in question (some hesitation) **5** – Unfounded (confusion abounds within the community)			
			TOTAL SCORE	

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The Decision Package

- Executive summary
- Abstract
- Scoring and ranking criteria
- Business case analysis
- Supplemental information
  - White papers
  - Published articles
  - Golden letters

The Decision Package, continued

PROJECT	**Plural Component Paint Dispensing System**
DESCRIPTION	A full PSOA has been completed at OO-ALC regarding this technology. The Navy has implemented a version in Jacksonville. This technology provides for precise proportioning of two part paint systems.
APPLICATION	These systems are best suited for large, multi-color and/or dual-component painting needs such meeting specific AF needs.
POC	Glen Baker, OO-ALC/LA
DRIVER(S)	Significantly reduced cleanup wastes and PPE; increased environmental compliance; reduced labor and material costs; vastly reduced paint cans and debris.
BENEFIT(S)	Purchase of paint in bulk quantities; potential to use tinting systems; potential to apply low VOC/non-HAP paint gun cleaning systems.
COST	Capital costs for full implementation are: 100K in FY04 for the F-16 area (2 units) 100K in FY05 for the A-10 area (2 units) 200K in FY06 for the C-130 area (3 units)
DURATION	Extension of the OO-ALC PSOAs to full aircraft (F-16, C-130, and A-10) feasible immediately.
PAYBACK	F-16 payback is 0.35 years; C-130 payback is 0.82 years; A-10 payback is 0.67 years
CROSS-REFERENCES	NADEP Jacksonville project is included in Appendix B. Cost analysis from Hill PSOAs documented in Appendix A.

The Decision Package, continued

CRITERIA	POSSIBLE SCORE	SCORE
Availability/ Quality of cost data	**10** – very likely/extremely favorable **8** – Likely/favorable **5** – Not Likely/unfavorable	10
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	TOTAL SCORE	**56/60**
	CURRENT RANK	**2nd Place Tied w/ APC-HFAPC**

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The Decision Package, continued

Weapon System	Payback
F-16	0.35
C-130	0.82
A-10	0.67

Results

- FINPLAN and outyear POM
  - Five projects for the FY04 cycle
  - Sixteen additional projects for FY04-FY09
- ALC relationships built and fostered
  - Provided review of packages and BCA scrutiny
- Programming of FY04
  - Specific format accommodated
  - Internal ASC Acquisition Strategy Plan review conducted

Results, continued

- Evaluation of various funding sources conducted
- Initiated ALC cross-feed forum
  - Multiple ALCs = multiple weapon systems
  - Economics enhanced by wide-based insertion
- Preliminary work with external and internal groups
  - NCMS/CTMA
  - JTEG
  - AFMC/EN; ASC/AAAT; AFRL

Next steps

- Continue to define the ASC ranking ‘perspective’
- Define project management and deliverables system
  - Joint effort with sponsor and ASC technical POC
- Revise the FINPLAN and POM
  - Support defense of FY04 project(s)
  - Align others for fallout potential

Next steps, continued

- Integrate efforts of ASC/ENV into Depot Modernization Program
  - Support Applied Technology Council
  - Support Technology Advisory Group
  - Support the ‘transition agent’ for AFRL
- Seek alternative funding
  - SERDP, ESTCP, CPP, ManTech
  - DMAG, SMAG, SBIR