By Jill Pickett
AEDC Public Affairs

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The Test and Communications Branch provides secure data, communications capabilities

A series of stories offering a look at different organizations within AEDC. Please watch AEDC media for video components of the series.

AEDC Test and Communications Branch provides secure data, communications capabilities

A monument to the longstanding relationship between Arnold Engineering Development Complex and the F100 engine now stands outside of the Engine Test Facility at Arnold Air Force Base.

A static display of the engine was installed outside of the ETF in late 2019. This coincided with the 50th anniversary of the first operation at Arnold AFB involving the F100, which occurred on Dec. 18, 1969, in the T-4 engine test cell.

The engine, on display in a Pratt & Whitney F100-PE-229. Built in 1987, it served as a prototype engine built for flight qualification of the -229 variant of the F-100 and differs only slightly from a production -229.

The engine was sea level tested at Wright-Patterson Air Force Base, Ohio. After testing there, it was sent for flight qualification testing and became the first -229 in the TSDI Branch: Plans and Operations, Test Information Systems and Cybersecurity. All three sections work daily to resecure data, communications capabilities.

The Plans and Operations Section is responsible for standard base communications, which includes computer systems, telephones, land mobile radios, fiber optics inside buildings and outside to allow for connectivity between buildings, network equipment, servers, software development and help desk services. The section supports the Test Information Systems and Cybersecurity Sections by providing the networks, data collection equipment, analysis tools, and functional expertise to ensure data is collected, analyzed and securely delivered to both local users and test customers.

Three sections make up the TSDI Branch: Plans and Operations, Test Information Systems and Cybersecurity. All three sections work together to meet the test mission requirements at Arnold Air Force Base, the National Full-Scale Aerodynamics Complex at Moffett Field in Mountain View, Calif., and the Arnold Engineering Development Complex as part of the Test Support Division located at Arnold Air Force Base. The TSDI team provides the networks, data collection equipment, analysis tools, and functional expertise to ensure data is collected, analyzed and securely delivered to both local users and test customers.

A new story focuses on the joint testing and technology literacy while motivating youth to pursue engineering and technology careers.

Payton Campbell is a test analyst in the Aeropropulsion Branch.

Arnold engineers share what it means to them to be an engineer

Arnold Engineering Development Complex has continued to grow and evolve over the nearly 70 years since President Harry Truman dedicated the site, EWeek, was started to raise awareness of engineers’ contributions to quality of life and to promote recognition among parents, teachers and students of the importance of a technical education.

National Engineers Week, also known as EWeek, kicked off Feb. 16 and continues through Feb. 22. This annual celebration of engineers was established in 1963 by the National Society of Professional Engineers. According to the organization’s website, EWeek, was started to raise awareness of engineers’ contributions to quality of life and to promote recognition among parents, teachers and students of the importance of a technical education.

Bats hit the mark — guidance in the dark

Pursuing mission excellence and employing squadron-level

Arnold AFB Main Gate improvements completed

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By Bradley Hicks
AEDC Public Affairs

A partnership with Henley Construction and Welding Unlimited install an F100 engine for display outside of the Engine Test Facility at Arnold Air Force Base.

When Arnold AFB Civil Engineering was asked to assist with developing a Statement of Work for a permanent display of the engine, it was being stored in the Atmospheric Systems Test Facility Exhaustor Building at Arnold.

The engine now on display is approximately 16 feet long and has an approximate maximum external diameter of nearly 4 feet. The engine weighs in at approximately 3,500 pounds.

The work to set up the display was completed utilizing the Simplified Acoustics of Base Engineering Requirements contract vehicle. The prime contractor for the SA-BER contract was Service Disabled Veteran Owned Small Businesses LLC. Henley Construction and Welding Unlimited, the subcontractor hired to complete the work, along with the fabricator, concrete installation and mounting of the display.

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Workers with Henley Construction and Welding Unlimited install an F100 engine for display outside of the Engine Test Facility at Arnold Air Force Base. Computers must be loaded with required software and classified network Dec. 12 in the PC Staging Area at Arnold Air force Base

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Bats hit the mark — guidance in the dark

Pursuing mission excellence and employing squadron-level
Pursuing mission excellence and employing squadron-level power at its finest

By Gary Willsam
Director 7045 Test Group Arnold Engineering Development Complex (AEDC), Arnold Air Force Base (AAFB), Tenn.

New regulations are in effect at Arnold AFB, Tenn., and apply to all individuals on the installation. Traditional Tobacco products (e.g., cigars and cigarettes): Excess of tobacco products; however, e-cigs are not restricted to DTAs and are allowed to be used outdoors at a minimum distance of 25 feet from building entryways/receptacles. Users of smokeless tobacco must flush tobacco waste down the toilet. Tobacco waste product, including sealed containers, must not be left unattended or disposed of in trash or toilets. Smokeless tobacco products are not to be restricted to DTAs. Smokeless tobacco use will be permitted in all other areas.

The revised Arnold AFB smoking policy is effective immediately and applies to all individuals on the installation. For government employees, the fact that a person smokes has no bearing on the number of breaks they may take. Breaks should be taken in accordance with the current supervisory and personnel policies that afford all employees the same break opportunities consistent with good work practices and accomplish the stated objective of tobacco use and secondhand smoke. No smoking is permitted within 50 feet of golf course buildings or structures. It is the responsibility of all smokers to keep DTAs clean of cigarette butts.

The 7045 Test Group has a tobacco-free policy in all its geographically separated units across various locations.

The Team
Deborah Trice: Trice is originally from Tennessee. She brings 30-plus years of finance experience, both active-duty Army and civil service. Her main areas of expertise are civilian Permanent Change of Station (PCS), Government Travel Card (GTC) and personnel rewards. Her civilian service experience was serving with U.S. Forces Japan and the Department of Defense in Germany.

Main Functions
Pay support: The FSO here at Arnold AFB manages military pay policy. However, whether military or civilian, they recommend reviewing your Leave and Earnings Statement (LES) online. Arnold Engineering Development Complex Financial Services Office staff members Deborah Trice, from left, Master Sgt. Jose Tighe and Tech. Sgt. Richard Tighe pose for a photo Jan. 31 in the Administration and Engineering Building at Arnold Air Force Base, Tenn. (U.S. Air Force photo by Jeff Pickett)
BATS

When the Apollo 13 spacecraft suffered an explosion in space, it was a terrifying wild ride off course. Payton Campbell, who was 13 when the accident happened, was among the 404 million people who watched it on television. She learned that day how engineers are needed not just in real life, but especially in the area of emergency preparedness.

"To me, being an engineer is about more than fixing things, making things work, and solving problems," Campbell said. "It’s about understanding the problem and finding a solution, understanding how things work, being able to explain it and maintain it. It’s about making sure your team can do that same thing. You are inspiring the next generation to explore their capabilities, to think about what they can do in the world. It’s about more than the immediate problem. It’s about the bigger picture."
SQUADRON from page 2

The 704 TG-OL-AC capabilities were created to help build a more lethal force and continue to employ squadron-level power testing.

The AVSF emerged out of developments that the Vietnamese War to help reduce aircraft attrition losses due to weapon systems. It continues the same legacy today pursuing mission success in supporting multiple airborne systems to identify and mitigate vulnerabilities and test technologies to reduce their vulnerabilities to enemy directed fire.

Similarly, with its world-class capabilities, the LGTF has pursued mission excellence since the mid-1940s when it was established to conduct groundbreaking tests on the Bell P-39 Airacobra. Today, the LGTF remains the DoD’s go-to ground test facility for determining gear ground test capability and directly impacts all air and space vehicles employing landing gear systems.

In 1973, LGTF testing proved a more lethal force, the F-15 Eagle, F-16 Fighting Falcon, and C-130 Hercules aircraft. In addition, the LGTF supported the United Kingdom in helping assured and determined the landing surface of its new Queen Elizabeth Class aircraft carriers.

Working with SAF/A, the AVSF has several RDT&E partners, including SQUADRON. Like the TIP3, a place will be planted beside the display to provide data on the engine along with information on its history and ties to Arnold. Subcontractors install an F100 engine for display outside of the Engine Test Facility at Arnold Air Force Base. (U.S. Air Force Photo by Bradley Hicks) (This image was altered by obscuring badges for security purposes.)

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installing and maintaining these systems, along with improving their capacities, provides information technology expertise.

For Air Force Enterprise capabilities, such as the internet, other Office 365 capabilities, the Plans and Operations team works closely with the Air Force Network team to support their efforts to meet the daily mission requirements.

“We’ve had a lot of Information Technology improvement efforts at AEDC during the past two years,” said Erin Scarry, Chief of the TD3 Plans and Operations team. “We’ve replaced all of the SIPRNet (Non-Classified Internet Protocol Router Network) and SIPRNet (Secret Internet Protocol Router) workstations and the Side Channel (Secret Internet Protocol) workstations that support AEDC operations. In addition, all of the network infrastructure equipment was upgraded within the past few years.

“When that’s up and running, it’s part of our primary IT infrastructure, so we’re working to improve process and infrastructure in terms of network analysis and utilization and the data we can get out of our equipment. The Test Information Systems Section provides instrumentation, data acquisition and control, or IDAC, systems support to AEDC test facilities, primarily at Arnold, NAFD and Tunnel 9. The team is tasked with developing and maintaining the hardware and software required to deliver a stimulus environment to maintain the evolving cyber environment to maintain awareness of cyber threats and policy changes. They use the cyber information gathered to interpret and protect AEDC networks and systems. The mission of the section supports the other two sections by staying vigilant in securing the systems under their responsibility.”

“The cybersecurity is constantly trying to stay ahead of our adversaries,” said Jeffrey Stebbins, Wing Cybersecurity Officer and Chief of the TD3 Cyber Security Section. “It is an intense pace at which we operate. We get as many as 50 cybersecurity events to process a week that must be implemented across 3,000 to 6,000 computers. This requires a great deal of focus, manpower, and a knowledgeable staff to deploy the full implementation and also working to provide strong operational performance of those systems.”

Prior to its installation, the engine was cleaned and a telephone technician, a Volunteering Finance Company, was working for a few hours.

The F100, manufactu- red by General Electric, was developed under the Advanced Turbine Engine Gas Generator Program of the late 1960s. This was a joint program between the U.S. Air Force and the U.S. Navy. The engine was configured to power the F-15 Eagle and the F-16 Fighting Falcon. The F100-PW-100 engine was the initial en- gine for the F-15 and the F-16, which was deployed with the F-15 in the late 1970s. AEDC has continued to support the F100 development and maintenance.

AEDC has been a major center of excellence for F100 testing, including in numerous test facilities.

Another part of their role is to continually monitor the evolving cyber environment to maintain awareness of cyber threats and policy changes. They use the cyber information gathered to interpret and protect AEDC networks and systems. The mission of the section supports the other two sections by staying vigilant in securing the systems under their responsibility.”

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As part of strengthening allian- ces and building partnerships, the 704 TG-OL-AC has many active and strong partnerships with the Army, Navy, OSD, DOT&E, JASS and JLF Offices, AFRLC, DLA, AFRIL, DTIC, AFST, SAFSA, NASA and other agencies. The 704 TG-OL-AC has also executed multiple multi-partner- ship agreements with allied nations to support the test and interoperability needs of our al- liances.

The LGTF continues to sup- port the landing gear test re- quirements for various multi-na- tional platforms such as the F-35 Lightning II, F-16 Fighting Falcon, and F-106 Thunderbird aircraft. In addition, the LGTF supported the United Kingdom in helping assured and determined the landing surface of its new Queen Elizabeth Class aircraft carriers.

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Current and future test capabil- ities, such as the LGTF’s new revolutionary missionized tire testing, will increase innovation, shorten acquisition cycles and reduce flight risks. Reducing land- ing gear related mishaps and continued maintenance, improved survivability assessments, new vulnerability reduction techniques and advanced live fire test capabilities will further help ensure platform survivability and increase mission capability.

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Financial from page 2

Earnings Statement (LES) often and other periods. For more information, go to the FSO. Pamela An- derson is a member of the Environmental Protection Agency (EPA) and Budget (FMA) office can resolve issues with civil service pay.

Travel support: The FSO also processes all Defense Travel System (DTS) and GCOR accounts. These sub-

ject matters expert provides di-

rections and helps travelers navigate through emergencies. If going on temporary duty, the FSO must be informed of any deployment, issues with travel OTS or payment with GTS. The FSO provides the necessary FTS is contacted. In addi-

tion, the military and military service and PCS relocation services.

Leave support: The FSO assists military leave, such as military leadership, as well as their military and suspect is-

issue. Leave support is provided. If the FSO can help resolve these issues. Anderson can field any questions or issues. Retiree support: The main job of the FSO is to provide all benefits. The FSO assists may never use government email or computer. Employees should never use government email or computer. Employees should never use government email or computer.

Our vaccine manufacturing process to engage in activities. However, responding to chang-

ing in the virus does take some time. Sjoberg explained that as they work together and make decisions on the issue or problem resolved, much of the work has been focused on how to update their emergency planning.

AFRL's fundamental lab, which is a result of a joint project with the Centers for Disease Control and Prevention (CDC), designed to identify the emergence of new influenza virus strains and to evaluate the effectiveness of existing antiviral drugs. The lab is included in AFRL's Pandemic Vaccine Program, which is accelerating the development and availability of pandemic vaccine.

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BARRICADES are used to keep...When the hazard no longer...All too often, we become...Common signs include...Signs are placed to inform...If the reason for the sign no...Conditions that require...Barricades can be hard,...If the sign is faded or...Access points to hazardous...Barricades are used to minimize exposure to personnel hazards created by such activities as maintenance, construction, test operations, opening of manholes or trenches, pressure system testing, concurrent work at different elevations, and tests that include hazardous or explosive materials. Access points to hazardous areas must be controlled by employee monitoring or by displaying specific instrumental signs detailing entry requirements or procedures. Entry into hazardous areas is restricted to authorized personnel or individuals accompanied by qualified authorized personnel. Please include information on barricades and signage as part of safety discussions this month. Review the following with your team:

- Barricades are used to keep you away from a hazard, unless you are authorized to work in the barricaded area. To do that, you must be aware of the hazards, protective measures, be current in required training, and sign onto the applicable JSA or STARRT Card. You must also be wearing appropriate personal protective equipment, such as respirators, Arc Flash clothing, hard hats, etc. Barricades can be hard, such as rails, or soft, such as yellow or red/white and white ribbons. In order for someone to enter a barricaded area, they must contact the person noted on the barricade sign and comply with the requirements listed in the first bullet, above.
- Conditions that require barricades include, but are not limited to open edges, overhead work, open electrical work, unguarded equipment, etc.
- When the hazard no longer exists, please remove the barricades.
- Signs are placed to inform you or to warn you. Common signs include confined space designation, personal protective equipment requirements, equipment danger signs, and chemical use warnings.

- All too often, we become “blind” to existing signage. Get in the habit of intentionally looking for signs as you follow the direction provided.

- If the reason for the sign no longer exists, then have the sign removed.

- If the sign is faded or illegible, then have the sign replaced.

- For more information, refer to AEDC SHE Standard B3 Control of Hazardous Areas Using Safety Signs, Markers, Tags and Barricades.

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## PMEL introduces a safer, efficient way of teaching

By AEDC Safety

Anyone who has worked in or near hazardous construction environment is familiar with the use of some form of barricade. At Arnold Air Force Base, barricades are used to minimize exposure to personnel hazards created by such activities as maintenance, construction, test operations, opening of manholes or trenches, pressure system testing, concurrent work at different elevations, and tests that include hazardous or explosive materials. Access points to hazardous areas must be controlled by employee monitoring or by displaying specific instrumental signs detailing entry requirements or procedures. Entry into hazardous areas is restricted to authorized personnel or individuals accompanied by qualified authorized personnel. Please include information on barricades and signage as part of safety discussions this month. Review the following with your team:

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## Discussing the importance of safety barricades and signage

By AEDC Safety

PMEL introduces a safer, efficient way of teaching

By Airman 1st Class Seth Haddix

81st Training Wing Public Affairs

KEESLER AIR FORCE BASE, Miss. – The 335th Training Squadron at Keesler Air Force Base has introduced a new way of teaching students of the Precision Measurement Equipment Laboratory career field in 2020. The 335th Training Squadron at Keesler Air Force Base, Miss., has introduced a new way of teaching students of the Precision Measurement Equipment Laboratory career field in 2020.

The training focuses on PMEL career field objectives and allows the user to learn as if they are in a working environment.

Airmen in the PMEL career field are responsible for controlling hazardous equipment used by maintainers and ensuring they are in working order. The expensive and dangerous equipment requires extreme precision to eliminate damage to the equipment and danger to the Airmen.

Major Sgt. Nathan Cyr, 335th TRS PMEL career field training manager, noted this training created a more interactive way of training.

“We needed a safer and cost-effective training environment that was more susceptible to failure,” Cyr said. “Working with hazardous equipment worth thousands of dollars is not only dangerous but also expensive. Using virtual reality training saves money and reduces the risk of failure.”

Cyr believes the virtual way of learning can be applied across the Air Force and in other fields.

“The mobility and pace of this training is unrivaled,” Cyr said. “Using virtual reality equipment is faster and reaches more people.”

John Roberts, Spectral Labs Incorporated training manager, believes these capabilities will transform the future of Air Force career fields.

“The time for virtual reality is now,” Roberts said. “The flexibility and uniformity of digital training will transform the future of training in the Air Force. The technological possibilities are endless.”

After spending multiple years in this career field and in the Air Force, Cyr believes this is the best route to teaching the Airmen.

“Technology brings fun to the job,” Cyr said. “I have calibrated 36 test cells in my career and I have never been more entertained. The virtual reality technology inside the Trainer Development Center at Keesler Air Force Base, Mississippi, Jan. 18. The 335th TRS has introduced a new VR training experience to teach the students in the PMEL career field more efficiently. (U.S. Air Force photo by Airman 1st Class Seth Haddix)
We have unbelievable Airmen across the board...but what we’re really trying to do is change so that we can retain, educate and develop so that we’re developing the workforce we need for the Air Force,” said Bunch.

The town hall continued with discussions on resiliency, mental health and the new AFMC Connect initiative. "I am not pretending that we have all the answers," Cadell told attendees. "It’s a journey. I think that the only thing we can say for certain is that we’re off and running, we’re on a plan.”

A discussion on resiliency, mental health and the new AFMC Connect initiative carried on the readiness theme, with both leaders emphasizing the importance of an inclusive, connected AFMC culture in building a stronger command and corps, said Cadell. "The importance of finding equilibrium...it comes with having individuals who are willing and open to seek help. The most important thing is, if there’s help available for anyone who is struggling. We need to make sure that we’re plugging them into the resources that are available,” said Cadell.

The conversation then shifted to mission needs from across the command. These include new emphasis on the flight line…or a contracting office…or a human resource office…or a contracting office...or a contracting officer. To handle this, we have to do things internally to the local level. It’s got to be the small groups. You’ve got to be in touch. The commander is the leader of the status of the AFMC. We need initiative and the ongoing efforts to address the issues identified during the feedback gathered in late 2019. While larger initiatives for facilities, family and infrastructure will take longer to adequately address. A small number of smaller initiatives are making significant positive impacts across the command. These include efforts to increase communication and dialogue between commanders and teams as well as program offices and operational units; improved supervision training; identification of facility solutions to mitigate space limitations; and finding ways to decrease hiring time lines by leveraging expedited and direct hiring authority.

In addition, the recently launched AFMC Ideascapes campaign aims to gather innovative ideas and solutions to mission needs from across the command. Bunch has the potential for implementation at an enterprise level. “We know there’s innovation going on within this command,” said Cadell. “I had an individual explain to me, ‘no one’s running through our command. We’re not spending valuable time with them.’ said Cadell. “It’s something that I can’t currently working on, constantly looking at, and kind of evaluating each and every day, to take a look at where I am.”

In his response, Bunch spoke of the importance of finding equilibrium while managing a high tempo, stressful environment where we can take ideas from academia, industry, others, as well as internal to the research laboratory, and be able to take those and do the right research and move it forward,” said Cadell. "We’re managing programs differently than we have in the past...we’re off and running, we’re on a plan.”

The full length virtual town hall is available on the AFMC Facebook page and on the Defense Visual Information Distribution Service site. A full transcript of the town hall is also available at the DVIS site. Airmen, we retain families. We’ve got to get this right,” said Bunch.

“Everything from uniforms to nuclear technology 2030 strategy, Bunch emphasized the importance of partnerships and collaboration in ensuring the Air Force develops the technology it needs to fly, fight and win today and in the future.

“We are a command more than 85,000 individuals who are willing and open to seek help. The most important thing is, if there’s help available for anyone who is struggling. We need to make sure that we’re plugging them into the resources that are available,” said Cadell.

We recruit Airmen, but we retain
By Jill Pickett

NAS team members train to more effectively meet Project Management demands

In December, National Aerospace Solutions, LLC (NAS), the AEDC Test Operations and Sustainment (TOS) Contractor, invested in members of its workforce with a three-day class on project management.

The course was modeled after Bechtel’s Project Management Tier 1 Training and tailored to meet the specific needs of NAS. It was taught by Mark Sealy, a project management training facilitator and former Bechtel employee.

“We have been leading up to the course as our processes at NAS have matured and become more established,” said Tim Ham-mond, Project Management branch manager in the Integrated Resources Directorate. “This was a culmination of progress within the Integrated Resources Directorate. Participants received a new understanding of the principles of NAS Capital Project Management and overview of each functional branch within NAS. Organizations also aimed to provide a common understanding of the expectations of NAS project managers.”

“I applaud Mr. Hammond’s leadership in enabling standardization in a process where projects are very diverse in both scope and technical complexity,” said DOD employee Michael Dent, chief of the AEDC Capital Improvements Branch. “The Air Force is on a parallel path for a disciplined Systems Engineering approach while still allowing for a tailored approach. I’d say the time is right for NAS and the Air Force to use this momentum being generated in both organizations to develop a comprehensive standard for large capital acquisitions,” he said.

Jeff Henderson, NAS Mission Execution director, echoed the training is an important effort in meeting the needs of AEDC.

“Test before flight” (a statement of AEDC’s work) is a mission more effectively accomplished with the tools and guidance they now have available to them,” said Rick Crouch, a NAS Capital Project manager for Base Operations at Arnold Air Force Base, echoed the expectations of improved efficiency.

“Project Management Tier I training is a comprehensive workshop on managing projects from the planning phase through to the closeout phase,” he said. “Training provided guidance to better be able to manage projects here at AEDC with a more consistent approach, which will allow for a more efficient overall process.”

NASCAP Contracting Dir-ector Lisa Yandik added, “The project management training has provided us with the information and tools that will help us better manage cost and schedules for our projects as well as common methods to perform and communicate status to our customers.”

The goal is to make sure NAS team members are equipped to do their best to help AEDC meet its mission.

When our project managers successfully deliver sustainment and capital improvement projects, meeting the technical requirements to the agreed upon cost and schedule, it enables AEDC to meet its most pressing needs, Henderson said. “It helps AEDC make the most of its funding, ensuring our test facilities and base infrastructure are ready when called upon by the Warfighter.”

NAS team members interested in pursuing training opportunities should speak with their management.

NAS team members train to more effectively meet Project Management demands

The Arnold Engineering Development Complex (AEDC) and National Aerospace Solutions (NAS) leadership teams have been working to train employees in new, more efficient procedures.

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“The Main Gate project is a prime example of cross-functional collaboration,” said Charles Cook, with the Arnold AFB Security Forces Office. “The enhancements to facilities and operational capabilities are premier, with a heavy focus on safety and security thanks to the Civil Engineering Branch. The Arnold com- munity benefits greatly from these efforts.

Civil engineer Josh Cooke also gave special thanks to the Facility Support Services Security Team, saying, “The sup-port from Contract Security Chief Kevin Holton and his security team were instrument-al in bringing about successful completion of the project.”

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Air Force partners with Google to improve IT security

HANSCOM AIR FORCE BASE, Mass. (AFNS) – To continue to provide IT best practices to its users, the Air Force Enterprise Life Cycle Management Center at Hanscom Air Force Base, Massachu- setts, awarded a $2 mil-

lion experimental Other Transaction Agreement to Google.

The new agreement, awarded in December, is part of a broader Air Force Enterprise IT-as-a-Service, or EITaaS, risk reduction effort to test the technical feasibility of commercial solutions. The effort serves three areas: Network-as-a-Service, End-User Services and Compute and Store, and consists of technical assess- ments to determine if alternative solutions can meet unique Air Force re- quirements. Under the terms of the agreement, Google will provide services that leverage its expertise in IT security, including scal- able and secure network- ing.

“We want to under- stand how Google pro-

vides secure and reliable access to data,” said Capt. Trey LaSane, EITaaS proj- ect officer in the Com- mander, Control, Commu- nications, Intelligence and Networks directorate. “We ultimately want to enable a more secure platform, where we are able to iden- tify users and ensure they have the appropriate per-
misions to connect them with the data they need.”

Overall, it should help the Air Force grow its end user access to the right data at the right time. LaSane also said the Air Force wants to incor- porate “best-of-breed” in-
dustry practices. “There are ways we can increase effectiveness for our users?” he asked.

As part of this agree- ment, Google will also assess the Air Force’s exist- ing enterprise IT land- scape and measure the digital experience of Air- men across the Air Force. In addition, Google will work with the Air Force to develop a plan to potentially integrate its commercial solutions at an Air Force test site, exploring the future vi-

ability for innovative solutions across the Air Force enterprise.

The AEDC Woman’s Club will hold its next meeting March 5 at the Arnold Lakeside Center with a presentation by Doneen Briggs from Dillard’s of Cool Springs. She will have members of the club portray new styles, trends and color.

Table donations will be going to the AEDC/WC Scholarship Foundation. During the Feb. 6 meeting, Rosanne Sietins, a volunteer with the Elephant Sanctuary in Hohenwald, Tennessee, spoke to the club about the sanctuary and the differences between African and Asian elephants. Table donations went to the Morrow Ladies Philan-

tropic Society. The social hour of the Mar. 5 meet-

ing starts at 9:30 a.m., with the busi-

ness meeting and program beginning at 10 a.m. Reservations must be made no later than most Feb. 27. Make reservations by calling 931-393-2552 or 931-434-

4363.

The AEDC/WC meetings are open to the public and provide the opportu-

nity to meet the members and become a member. You don’t need to have military connections or be involved with Arnold Air Force Base to visit and be-

come a member.

For information about the AEDC/WC, call the membership chairman at 248-872-7923.

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nents and has no governmental status.
By Charles Pope
Secretary of the Air Force
Arlington, Va.

ARLINGTON, Va. (AFNS) — The Department of the Air Force released a $169 billion budget proposal Feb. 10, which for the first time includes funding for the newly created U.S. Space Force while also focusing funds to help both services modernize, address threats from Russia and China, and sustain readiness.

The spending plan for fiscal year 2021 carries a $900 million increase from the previous year. But unlike 2020, funding for 2021 is appropriated differently, with $135.6 billion directed to the Air Force and $13.4 billion for the Space Force.

“Our fiscal year ’21 budget proposal helps drive irreversible momentum as we implement the National Defense Strategy,” said Secretary of the Air Force Barbara Barrett. “The strategic advantage the Air Force and the Space Force bring to our nation is vital. This budget provides funds for a rapid experimentation, prototyping and development effort supporting the overall Joint Staff-led initiative to connect every sensor and shooter in land, sea, air, space and cyber.”

The budget proposal calls for increased investment in space as well as ensuring sufficient combat power to respond decisively to any attack against the U.S. or allies. The budget proposal also addresses what the service calls “critical gaps under attack,” ensuring equipment, personnel, and capability are available when and where they are needed to sustain high-tempo actions in combat operations.

Specifically, the budget calls for spending $5.8 billion to purchase 48 F-35A Lightning II aircraft. It provides $3 billion to purchase 12 F-15EX fighters. Research and development will grow by $1.5 billion and a total of $26.9 billion, which includes increased investment in the defense of space. The budget also focuses on a $900 million increase in the Space Force bring to the Air Force and the National Defense Strategy as we implement the Space Force.

The fiscal 2021 proposal also addresses the two services required for the future, the 2021 spending plan anticipates reining some planes to free up funding for critical new equipment. The list includes 13 KC-135 Stratotankers and 16 KC-10 Extenders, 24 C-130H Hercules, 17 B-1 Lancers and 24 B-2A spirit aircraft. The budget carries $1 billion for continued development of the B-21 Raider, the next generation long-range bomber, and $1.5 billion for upgrading and modernizing the ground-based nuclear force. That figure is nearly $1 billion greater than the previous fiscal year, underlining the priority attached to modernizing the aging ground-based nuclear force.

“This budget moves us forward toward meeting the missions required under the National Defense Strategy while also providing room to innovate and build for the future,” said Air Force Chief of Staff Gen. David L. Goldfein. “That’s the sweet spot we always want to hit. Like every budget, we didn’t get everything we put on the table, but we did a lot and the reason for our story resonated in terms of the force that we knew we need to build to win.”

In order to strike a balance between the capabilities needed to fight today and the capabilities that the two services require for the future, the 2021 spending plan anticipates reining some planes to free up funding for critical new equipment. The list includes 13 KC-135 Stratotankers and 16 KC-10 Extenders, 24 C-130H Hercules, 17 B-1 Lancers and 24 B-2 spirit aircraft. The budget carries $1 billion for continued development of the B-21 Raider, the next generation long-range bomber, and $1.5 billion for upgrading and modernizing the ground-based nuclear force. That figure is nearly $1 billion greater than the previous fiscal year, underlining the priority attached to modernizing the aging ground-based nuclear force.

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“We are in a contested domain which is why it is an imperative that we train and equip our forces to ensure freedom of action in space across all phases of conflict,” said Chief of Space Operations Gen. John Raymond. “This budget provides the resources we need to meet these requirements and deliver vital space capabilities to our joint and coalition forces.”

Refocusing the importance of space, the budget funds the National Security Space Launch Program to ensure access to space and achieve independence from relying on launch vehicles from non-allies. It also funds, at $2.3 billion, rapid development of Next-Gen Overhead Persistent Infrared Space and Ground systems to provide strategic missile warning.

Threaded throughout the entire budget document is a focus on people and readiness. Funding to pay for flying hours increases in fiscal year 2021 to $8.6 billion. The budget envisions an increase in the Department’s force of active duty, Guard and Reserve by 1,300 personnel. That would bring the uniformed force to 512,100.

Since April 2018, the Air Force has increased overall readiness by 16% and increased readiness of frontline units, known as pacing squadrons, by 35 percent. In response to challenges with military-privi- lized family housing, the budget provides money to hire 218 additional on-base housing managers to monitor project owner activities, provide quality assurance and advocacy.

The fiscal 2021 proposal also provides funds to expand resiliency resources and fund programs that promote a culture of dignity and respect, including $51 million for the True North initiative, which emboldens mental health professionals, psychologists, physical therapists and religious support teams within high-risk groups of a wing.

While Department of the Air Force officials say the 2021 budget request is the result of rigorous analyses and a series of “tough but necessary choices,” it represents only the starting point for the budget process.

The proposal now goes to Congress for its consideration and what is likely to be months of debate and revisions. Under the typical budget process, funds are divided for the new fiscal year by Oct. 1, 2020, when the new fiscal year begins.