

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO001	\$1,600	\$500	\$800

**TITLE:**

AVIATION LOGISTICS MANAGEMENT INFORMATION SYSTEM (ALMIS)

**DESCRIPTION:**

ALMIS Has four programmatic goals; Source data entry, decision support, integration of aviation logistics support systems, and integration with other CG information systems. ALMIS will not replace aviation's present systems (AMMIS and ACMS), but will add functionality to them, and provide additional new functionality. ALMIS consists of several projects, including the Electronic Aircraft Logbook, Decision Support System, ALMIS Unified Architecture, and Business Area Analysis.

ALMIS WILL PROVIDE MANAGERS AND TECHNICIANS SIGNIFICANT IMPROVEMENT IN THE INFORMATION AVAILABLE TO STEER LOGISTICS DECISION MAKING. CURRENTLY THE UNDERLYING MANAGEMENT INFORMATION SYSTEM FRAMEWORK FOR AVIATION LOGISTICS PROCESSES IS LIMITED TO ON LINE TRANSACTION PROCESSING (OLTP). UNDER THIS FORMAT EACH AD-HOC REPORT REQUIRES CONSIDERABLE EFFORT (THOUSANDS OF HOURS) TO CONSTRUCT. THE CURRENT SYSTEM'S INFLEXIBILITY IS A CONSTRAINT TO TIMELY AND EFFICIENT LOGISTICS DECISIONS. SEVERAL REDUNDANT PAPER-BASED BUSINESS PROCESSES WHICH SURROUND THE CURRENT INFORMATION SYSTEMS CAN BE ELIMINATED. CURRENTLY, PERFORMING SENSITIVE ANALYSIS OF LOGISTICS ISSUES IS DIFFICULT. GATHERING THE FACTS TO FORMULATE REASONABLE ALTERNATIVES IS TIME CONSUMING AND OFTEN NOT TO THE DEPTH REQUIRED TO MITIGATE THE RISK AND COST OF SUBOPTIMAL DECISIONS.

**CONTACT:** LCDR T. Wyman (252) 335-6049

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO002	\$26,600	\$0	\$0

**TITLE:**

COAST GUARD STANDARD WORKSTATION III (SWIII)

**DESCRIPTION:**

THE SWIII PROJECT INCORPORATED ALL ASPECTS OF THE CG'S MIGRATION FROM ITS EXISTING CG STANDARD, PROPRIETARY MICROCOMPUTER ENVIRONMENT (CGSWII) TO ONE BASED ON FEDERAL OPEN SYSTEM STANDARDS. THE SWIII ACQUISITION PROVIDED HARDWARE, SOFTWARE, NETWORKING, TRAINING, SUPPORT SERVICES AND WARRANTY/MAINTENANCE TO MEET THE CG'S MICROCOMPUTING BUSINESS REQUIREMENTS.

THE SWIII CONTRACT WAS AWARDED IN JUNE 1995 FOR A PERIOD OF FIVE YEARS, THUS THE CONTRACT EXPIRED IN JUNE 2000. DURING THIS FIVE YEAR PERIOD, THE SWIII HARDWARE AND SOFTWARE HAS BEEN DEPLOYED TO 80% OF THE SHORE UNITS. DEPLOYMENT TO THE REMAINING SHORE UNITS AND THE WHITE HULL CUTTERS WILL

BE COMPLETED BY 01 OCT 2000. DEPLOYMENT TO THE BLACK HULLS WILL BE COMPLETED BY 01 FEB 2001. G-SCC HAS DRAFTED A STANDARD WORKSTATION INFRASTRUCTURE MANAGEMENT PLAN THAT OUTLINES THE STRATEGIES FOR THE SUSTAINMENT AND LIFECYCLE MODERNIZATION OF THE SWIII INFRASTRUCTURE FOR FY01 THROUGH FY05. HOWEVER, THERE IS NOT SUFFICIENT FUNDING TO CARRYOUT THE PLANNED REPLACEMENT OF SERVERS EVERY 3 YEARS AND REPLACEMENT OF WORKSTATIONS AND NETWORK DEVICES EVERY FOUR YEARS. AN FY02 RP HAS BEEN SUBMITTED FOR ADDITIONAL FUNDING TO ACCOMPLISH THIS LIFECYCLE MODERNIZATION OF THE INFRASTRUCTURE. A NEW SEPARATE CPP ENTRY WILL COVER THE STANDARD WORKSTATION INFRASTRUCTURE MODERNIZATION AND SUSTAINMENT FOR THE YEARS FY01 THROUGH FY05.

**CONTACT:** PATRICIA THOMPSON 202-267-1323

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO004	\$1,081	\$1,081	\$1,081

**TITLE:**  
COMMUNICATIONS SYSTEM 2000 (CS2K)

**DESCRIPTION:**

COMMSYS 2000 IS A MULTIYEAR (1996-2000), PHASED PROJECT TO CONSOLIDATE THE COAST GUARD COMMUNICATION SYSTEM (COMMSYS). PHASE I WILL FOCUS ON REMOTING THE OPERATION OF HIGH FREQUENCY/MIDDLE FREQUENCY COMMUNICATION STATIONS (COMMSTASS). COMMSTA CONSOLIDATION ESTABLISHES A HIGH AVAILABILITY NETWORK LINKING REMOTE RADIO TRANSMIT AND RECEIVE SITES TO TWO COMMUNICATION AREA MASTER STATIONS (CAMS). THE CG COMMUNICATION STATION CONTROL SYSTEM (CCS) HARDWARE AND APPLICATIONS SOFTWARE WILL BE UPGRADED TO SIMULTANEOUSLY CONTROL TRANSMITTER AND RECEIVER ASSETS AT ALL REMOTE SITES. THIS INITIATIVE IS STRATEGICALLY PLANNED TO LINK WITH OTHER IT INITIATIVES TO RESULT IN EFFECTIVE USE OF RESOURCES. THE CS2K PROJECT USES SWIII FOR COMPUTER HARDWARE AND FTS 2000 AND POST-FTS2000 CONTRACTS FOR NETWORK SERVICES AND MICROWAVE SYSTEMS.

COMMSYS 2000 WILL CONSOLIDATE OPERATIONS AT RADIO STATIONS AND REDUCE STAFFING AT LABOR INTENSIVE MESSAGE PROCESSING CENTERS, ELIMINATING OVER 100 FTP POSITIONS BY 2000. USE OF STANDARDS BASED PRODUCTS WILL ENABLE CONTINUOUS IMPROVEMENTS.

**CONTACT:** LT. EUGENE VOGT, 202-267-1348

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO005	\$6,170	\$5,500	\$2,000

**TITLE:**  
FLEET LOGISTICS SYSTEM (FLS)

**DESCRIPTION:**

THE CG PERFORMS SEVERAL BROAD MISSIONS, WHICH INCLUDE MAINTAINING A SYSTEM OF AIDS TO NAVIGATION, CONDUCTING DEFENSE OPERATIONS, MARITIME LAW ENFORCEMENT, MARINE INSPECTION, PORT SAFETY, SEARCH AND RESCUE, MARINE SCIENCE, ICE OPERATIONS, AND ENVIRONMENTAL RESPONSE. THE PRIMARY MISSION OF THE CG LOGISTICS PROGRAM IS TO PROVIDE LOGISTICS SUPPORT WHICH ENCOMPASSES ALL OF THE ACTIVITIES ASSOCIATED WITH DEVELOPING, ACQUIRING, TESTING AND SUSTAINING ALL CG OPERATING ASSETS (SHORE, AVIATION, AND VESSEL) TO ENSURE SAFE AND EFFECTIVE USE THROUGHOUT THEIR SERVICE LIVES. VESSEL LOGISTICS SUPPORTS OVER 240 CUTTERS (RANGING FROM POLAR ICEBREAKERS TO SMALL INLAND BUOY TENDERS) AND OVER 1000 STANDARD BOATS. THE FLEET LOGISTICS SYSTEM (FLS) WILL PROVIDE AN INTEGRATED LOGISTICS SYSTEM FOR CONFIGURATION MANAGEMENT, SUPPLY SUPPORT, AND MAINTENANCE SUPPORT OF CG CUTTERS AND STANDARD BOATS.

**CONTACT:** LCDR Brian Wright, (202) 267-6811

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO006	\$8,000	\$7,100	\$7,100

**TITLE:**

FEDERAL TELEPHONE SERVICE 2000 (FTS2000) & FTS2001 Transition

**DESCRIPTION:**

THE FEDERAL TELEPHONE SYSTEM IS THE GSA MANDATED TELEPHONE SYSTEM FOR THE FEDERAL GOVERNMENT. FTS2000 IS THE NAME FOR THE CURRENT FEDERAL TELEPHONE SYSTEM LEASED FROM AT&T AND SPRINT. THE FTS ACCOUNT IS A UTILITY ACCOUNT. FTS2000 IS THE PRIMARY VOICE COMMUNICATIONS NETWORK USED BY THE CG AT VIRTUALLY ALL OF ITS FACILITIES AND INSTALLATIONS ASHORE. THUS, IT IS AN ESSENTIAL COMPONENT OF THE CG 'S TELECOMMUNICATIONS INFRASTRUCTURE AND SUPPORTS ALL MISSION AREAS AND BUSINESS PROCESSES. FTS2000 CONSOLIDATES GOVERNMENT SWITCHED VOICE AND ENHANCED SERVICE TO A CONTRACTED PROVIDER. THIS CONTRACT ALLOWS THE CG TO REALIZE INCREASED SAVINGS OVER COMMERCIAL SERVICE WHILE ESTABLISHING A CONDUIT FOR SERVICES. FTS2000 SERVICE PROVIDES SWITCHED VOICE SERVICE FOR ROUTINE TRAFFIC, WHILE PROVIDING ENHANCED SERVICES SUCH AS PACKET SWITCHED SERVICE FOR DIFFERENTIAL GLOBAL POSITIONING SYSTEM (DGPS). THE CG IS AGGRESSIVELY MANAGING THE TRANSITION TO FTS2001 TO OPTIMIZE COST AVOIDANCE. THE CG WILL OBTAIN ALL SERVICES EXCEPT X.25 FROM THE DOT SELECTED PROVIDER MCI WORLDCOMM. SPRINT WILL PROVIDE X.25 SERVICES FOR THE CG FOR THE X.25 DATA NETWORK AND RADIONAVIGATION SYSTEMS.

**CONTACT:** LT EUGENE VOGT, 202-267-1348

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO008	\$13,033	\$12,491	\$14,136

**TITLE:**

MARINE INFORMATION FOR SAFETY AND LAW ENFORCEMENT (MISLE)

**DESCRIPTION:**

MISLE PROJECT IS USING THE EXISTING OPERATIONS AND MAINTENCE CONTRACT AT OSC MARTINSBURG FOR SYSTEM AND SOFTWARE DEVELOPMENT TO DELIVER THREE MAJOR CAPABILITIES; THE MARINE SAFETY NETWORK (MSN), THE VESSEL IDENTIFICATION AND DOCUMENTATION SYSTEM (VIDS), AND INTEGRATION OF MARINE SAFETY DATA WITH THE LAW ENFORCEMENT INFORMATION SYSTEM II (LEIS II). MISLE PRODUCTS WILL OPERATE IN THE STANDARD WORKSTATION III ENVIRONMENT WITH A CENTRALIZED DATABASE. THE G-M BUSINESS PLAN IS BASED ON SET GOALS - EMPOWER - MANAGE RISK - MEASURE FORMULA TO ACHIEVE DESIRED PROGRAM OUTCOMES. MISLE PRODUCTS WILL PROVIDE DATA FOR THE THIRD AND FOURTH ELEMENTS OF THIS FORMULA, MANAGE RISK AND MEASURE. DATABASE ADMINISTRATION AND SYSTEM MANAGER SUPPORT SERVICES ARE CRUCIAL TO ENSURE SUCCESSFUL SYSTEM FUNCTIONALITY IN PROVIDING VALID/ACCRRURATE DATA USABLE FOR IMPROVED MANAGEMENT DECISION SUPPORT. NEARLY ALL PROGRAM GOALS WILL BE SUPPORTED BY MISLE PRODUCTS THROUGH THE MEASUREMENT AND ANALYSIS OF G-M PROGRAM DATA.

**CONTACT:** LCDR KINGSLEY KLOSSON, 202-267-2647

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO010	\$1,820	\$1,820	\$1,820

**TITLE:**

U.S. COAST GUARD ACADEMY INFORMATION SYSTEM (ACADIS)

**DESCRIPTION:**

THE ACADEMY INFORMATION SYSTEM SUPPORTS THE ADMINISTRATIVE PROCESSING OF INFORMATION ON ACADEMY COURSES, CADETS FACULTY, STAFF, FACILITIES, LIBRARY AND OTHER RESOURCES. THE SYSTEM ESSENTIALLY PROVIDES INFORMATION RESOURCES MANAGEMENT SUPPORT TO ALL DEPARTMENTS FOR THEIR IRM NEEDS AT THE CG ACADEMY. THIS SYSTEM ATTEMPTS TO PROVIDE THE MOST COST EFFECTIVE MIX OF HARDWARE AND RESOURCES TO ACADEMY PERSONNEL IN ORDER TO SUPPORT THEIR ESSENTIAL INFORMATION NEEDS.

FUNDS ARE USED FOR HARDWARE, SOFTWARE, AND SUPPORT SERVICES. THIS SYSTEM IS A NETWORKED, CLIENT SERVER ARCHITECTURE USING ORACLE DATA BASE MANAGEMENT SOFTWARE. CONTRACT SERVICES ARE USED TO SUPPORT THE VARIOUS NETWORK AND HARDWARE RESOURCES, AND TO DEVELOP REQUIRED SOFTWARE MODULES.

**CONTACT:** DAVID SWATLOSKI, 202-267-2096

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO011	\$1,030	\$1,870	\$1,870

**TITLE:**

AUTOMATED INFORMATION SYSTEM AIS SECURITY PROGRAM (AISS)

**DESCRIPTION:**

THE AIS SECURITY PROGRAM IS A COAST GUARD-WIDE PROGRAM WHICH ENSURES COMPLIANCE WITH THE COMPUTER SECURITY ACT OF 1987, OMB CIRCULAR A-130 - MANAGEMENT OF FEDERAL INFORMATION RESOURCES, PRESIDENTIAL DECISION DIRECTIVE 63 (PDD 63) – CRITICAL INFRASTRUCTURE PROTECTION AND DOT H1350.2 - DEPARTMENT INFORMATION RESOURCES MANAGEMENT MANUAL.

THE AIS SECURITY PROGRAM IS NEEDED TO ENSURE PROPER LEVELS OF PROTECTION FOR COAST GUARD INFORMATION PROCESSED, STORED OR TRANSMITTED VIA COAST GUARD AISs. THIS INCLUDES ALL AISs USED TO SUPPORT ALL COAST GUARD MISSIONS.

THIS PROGRAM INDIRECTLY SUPPORTS ALL BUSINESS PROCESSES WHICH USE CG AISs. THE INFORMATION TECHNOLOGY REQUIRED IS PRIMARILY AIS SECURITY SERVICES.

**CONTACT:** HARRIS MCGARRAH, 202-267-1324

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCG0012	\$1,821	\$1,993	\$1,993

**TITLE:**

AUTOMATED MUTUAL-ASSISTANCE VESSEL RESCUE (AMVER II) SYSTEM

**DESCRIPTION:**

AMVER II IS AN EXISTING OPERATIONAL INFORMATION SYSTEM. IT IS A MISSION ESSENTIAL APPLICATION THAT TRACKS AND MAINTAINS POSITION PLOTS ON MERCHANTS VESSELS ON THE HIGH SEAS. AMVER II ENABLES THE RAPID IDENTIFICATION OF NON-GOVERNMENT RESOURCES THAT MAY BE CALLED UPON TO RESPOND TO SAR INCIDENTS. THE AMVER II SYSTEM USER BASE IS COMPRISED OF THE 12 CG COMMAND CENTERS LOCATED AT AREA AND DISTRICT OFFICES. THE AMVER II PARTICIPANT BASE INCLUDES: 14 PARTICIPATING NATIONS, 12,000 AMVER VESSEL POPULATION AND APPROXIMATELY 2,700 COMMERCIAL VESSELS DAILY ON REAL TIME PLOT.

**CONTACT:** LCDR M. Ryan, 202-267-1442

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCG0013	\$2,000	\$2,000	\$1,700

**TITLE:**

AVIATION MANAGEMENT INFORMATION SYSTEM (AMMIS) (FORMERLY IDENTIFIED AS ARSC/MIS IN DOT DATABASE)

**DESCRIPTION:**

The Coast Guard maintains a Management Information Services Division at the Aircraft Repair

and Supply (ARSC) in Elizabeth City, NC. This facility supports and maintains the Aviation Maintenance Management Information System (AMMIS), among other duties. The AMMIS system is central to the logistical support of aviation assets.

AMMIS provides requisitioning, wholesale and retail inventory management, procurement, fiscal accounting, disbursing, warehousing, shipping, receiving, aircraft flight and operations tracking, pilot and aircrew training and qualification tracking, and flight pay reporting. AMMIS is the primary inventory management tool used by ARSC and all Coast Guard Air Stations. AMMIS data is also accessed by Districts, Areas and CGHQ.

AMMIS supports all of Coast Guard aviation. Since Coast Guard Aviation operates on a centrally controlled inventory model, all logistical functions are directed by ARSC. AMMIS allows air stations to readily requisition material to meet operational commitments. ARSC is able to track the location of parts and to determine the appropriate quantity of material to retain in inventory and to procure. Total Asset Visibility (TAV) is achieved through an integrated relational database which shows location of all Coast Guard owned aviation spare parts whether at ARSC or at the various air stations. Real-time fiscal accounting is achieved through a relational database that requires single-point entry to create a financial transaction associated with each inventory transaction. Industrial accounting for the ARSC workforce is tracked and used to compute actual aircraft depot-maintenance support costs through a work order system. AMMIS also tracks aviation operational data including resource and employment hours for input to the Abstract of Operations. Certifications of flight pay are calculated from this data. The system also tracks training and qualification of aviation personnel. This operational data, combined with logistical data, allows managers to analyze the impact of logistics on operations and the reverse.

**CONTACT:** LCDR T. Wyman, 919-335-6165

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO014	\$13,500	\$13,800	\$12,315

**TITLE:**

COAST GUARD DATA NETWORK / COAST GUARD DATA NETWORK PLUS (CGDN+)

**DESCRIPTION:**

THE CG CONTRACTS WITH WANG GOVERNMENT SYSTEMS (FORMERLY I-NET, INC.) FOR OPERATIONS AND MAINTENANCE OF THE CG DATA NETWORK (CGDN). THE CGDN EXTENDS X.25 NETWORK ACCESS TO UNITS THROUGHOUT THE CG, PROVIDING THE WIDE AREA NETWORK (WAN) DATA COMMUNICATIONS FOR LEGACY CGSWII SYSTEM APPLICATIONS THROUGH A COMBINATION OF LEASED LINES, DIAL-UP MODEMS AND CG OWNED EQUIPMENT. THE CGDN X.25 NETWORK HAS BECOME OBSOLETE TECHNOLOGY THAT IS INCREASINGLY DIFFICULT TO SUPPORT. IT ALSO COULD NOT SUPPORT THE CG MIGRATION FROM SWII (CTOS) TO THE NEW SWIII COMPUTER PLATFORM (NT). AS A RESULT THE CG HAS BEGUN A MIGRATION FROM THIS NETWORK TO THE COAST GUARD DATA NETWORK PLUS (CGDN+). CGDN+ IS A TCP/IP NETWORK THAT ENSURES INTEROPERABILITY WITH COMMERCIAL OFF THE SHELF HARDWARE/SOFTWARE INCLUDING THE CG SWIII MIGRATION EFFORTS, THE DEFENSE INFORMATION INFRASTRUCTURE (DII) AND THE NATIONAL INFORMATION INFRASTRUCTURE (NII).

THE CG CONTRACTS WITH CACI FOR OPERATIONS AND MAINTENANCE OF THE CGDN+. THE CONTRACT VEHICLE IS THE FAA AUTOMATED DIGITAL TELECOMMUNICATIONS NETWORK (ADTN 2000) CONTRACT. THIS CONTRACT IS CURRENTLY IN YEAR 5 OF A 10 YEARS. ALL CGDN/CGDN+ LEASED CIRCUITS ARE BEING MIGRATED TO THE GSA FTS2001 CONTRACT USING MCI WORLDCOM.

CGDN AND CGDN+ PROVIDE WRITER-TO-READER ELECTRONIC CONNECTIVITY CG-WIDE BETWEEN CGSWII PLATFORMS AND CGSWIII PLATFORMS RESPECTIVELY. THESE NETWORKS SUPPORT THE PHYSICAL WIDE AREA NETWORKS (WANS) THAT ENABLE CG WIDE ELECTRONIC CONNECTIVITY AS WELL AS GATEWAYS TO THE INTERNET, NIPRNET, DII, AND NII.

**CONTACT:** LT MICHAEL WILFORD, 202-267-6598

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO015	\$800	\$537	\$340

**TITLE:**

COAST GUARD STANDARD WORKSTATION II (CGSWII)

**DESCRIPTION:**

THE CGSW II PROJECT PROVIDES CONTINUED SUPPORT FOR THE CG'S LEGACY MICRO-COMPUTER INFRASTRUCTURE. THIS INFRASTRUCTURE IS BEING REPLACED BY THE MAJOR IT PROJECT, STANDARD WORKSTATION III (SWIII) WHICH IS ADDRESSED A SEPARATE PROJECT. THE CGSW II IS A UNISYS HARDWARE SYSTEM RUNNING THE CONVERGENT TECHNOLOGIES OPERATING SYSTEM (CTOS).

FUNDS FOR THIS PROJECT ARE STEADILY DECLINING AS CGSW III MIGRATION PROCEEDS. ALTHOUGH DEPLOYMENT OF THE NEW SWIII HARDWARE AND SOFTWARE WILL BE COMPLETED BY 01 OCT 2000 FOR SHORE UNITS AND WHITE HULL CUTTERS, AND BY 01 FEB 2001 FOR BLACK HULL CUTTERS, A SMALL NUMBER OF CGSWII SYSTEMS WILL BE RETAINED TO RUN MISSION ESSENTIAL APPLICATIONS (MEAS) THAT WILL STILL BE IN THE DEPLOYMENT PHASE. THUS COAST GUARD IN-HOUSE MAINTENANCE AND SUPPPORT WILL BE CONTINUED FOR A CORE OF CGSWII SYSTEMS UNTIL ALL MEAS HAVE BEEN FULLY DEPLOYED ON THE SWIIIS. MEA DEPLOYMENT WILL CONTINUE THROUGH FY03 DUE TO FUNDING/TRAINING/DATA CONVERSION CONSTRAINTS.

**CONTACT:** PATRICIA THOMPSON, 202-267-1323

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO016	\$0	\$0	\$0

**TITLE:**

CIVILIAN PERSONNEL INFORMATION MANAGEMENT SYSTEM (CIVPMIS), CIVILIAN UNIFIED PAY SYSTEM (CUPS), INTEGRATED PAY AND PERSONNEL SYSTEM (IPPS)

**DESCRIPTION:**

THIS SYSTEM IS USED BY THE DEPARTMENT OF TRANSPORTATION FOR ALL DOT MODES

FOR CIVILIAN PERSONNEL AND PAYROLL. THESE COSTS REPRESENT TRANSFERS TO DOT FOR THE CG'S SHARE OF OPERATING THESE SYSTEMS.

THE SYSTEM IS USED TO PAY AND TRACK CIVILIAN EMPLOYEES OF THE CG AND ALLOWS FOR CONTINUED OPERATIONS.

**CONTACT:** DAVID SWATLOSKI, 202-267-2096

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO017	\$3,700	\$5,900	\$6,600

**TITLE:**

CONFIGURATION MANAGEMENT UNIT LEVEL SYSTEM (CMPLUS)

**DESCRIPTION:**

CMPLUS IS A UNIT LEVEL SYSTEM THAT LINKS A UNIT'S PHYSICAL CONFIGURATION INF. TO RELATED SUPPLY, MAINTENANCE AND TECHNICAL INFORMATION. THE UNIT WILL MANAGE ITS CONFIGURATION DATA, SCHEDULE AND RECORD COMPLETION OF PREVENTIVE AND CORRECTIVE MAINTENANCE, MAINTAIN ALLOWANCE AND INVENTORY INFORMATION, REQUISITION MATERIAL AND MAINTAIN TECHNICAL DATA INDICES INCLUDING SELECTED RECORD DRAWINGS, TECHNICAL PUBLICATIONS AND SHIP ALTERATION DATA. ADDITIONALLY, STANDARD AUTOMATED REQUISITIONING FUNCTIONALITY IS HANDLED THROUGH THE APPLICATION. CMPLUS HAS THE CAPABILITY OF GENERATING CASUALTY REPORTS (CASREPS) IN COMPLIANCE WITH US NAVY REGULATIONS. IT OPERATES ON THE COAST GUARD STANDARD WORKSTATION II PLATFORM, AND IS CURRENTLY BEING DEPLOYED ON THE CGSW III (WINDOWS NT) PLATFORM. CMPLUS IS TARGETED FOR SIX MAJOR CUTTER CLASSES, ALL NEW VESSEL ACQUISITIONS AND ALL STANDARD BOATS. ADDITIONALLY, CMPLUS WILL BE USED TO MANAGE RELATED SUPPLY, MAINTENANCE AND TECHNICAL INFORMATION FOR CG AIR STATIONS AND ELECTRONIC SUPPORT UNITS.

**CONTACT:** LT John Walthall, 202-267-6621

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO018	\$0	\$3,083	\$4,794

**TITLE:**

GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS) PHASE V

**DESCRIPTION:**

GMDSS, a multi-year project, will purchase vessel and shore-based radio communications equipment to permit distress, safety, law enforcement, and navigation communications between the Coast Guard and GMDSS equipped commercial vessels. GMDSS brings the Coast Guard into compliance with the 1988 amendments to the International Safety of Life at Sea (SOLAS) convention.

GMDSS will automate the distress watch standing function at communication stations (COMMSTAs) and group offices. Digital Selective Calling (DSC) equipment is intended to automatically identify the caller of distress which will aid the Coast Guard in responding to actual

cases and identifying and locating false distress alerts.

GMDSS equipment will be required for the Coast Guard to communicate by radio with commercial vessels after February 2005. GMDSS is being implemented to comply with the International Safety of Life at Sea (SOLAS) convention, and is not currently linked to other IT initiatives.

GMDSS COMMSTA systems are being designed to integrate directly with the COMMSYS 2000 initiative. DSC, NAVTEX, and SITOR are all being designed for remote operation from a central operations center to the maximum extent possible.

Plans for GMDSS and VHF/FM Digital Selective Calling are being considered together as part of the National Distress Response System Modernization Program (NDRSMP). The VHF/FM Digital Selective Calling will be implemented with NDRSMP.

GMDSS requirements will be considered as the Coast Guard replaces the low-power HF and VHF radios. Radios with integrated GMDSS capabilities will be considered for these procurements if they reduce overall cost to the Coast Guard and provide the required functionality.

**CONTACT:** CWO Dave Ringheimer, 202-267-2221

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO019	\$1,509	\$1,509	\$1,509

**TITLE:**

JOINT MARITIME INFORMATION ELEMENT (JMIE)

**DESCRIPTION:**

In the mid-1980's, the Coast Guard Intelligence Program entered into a joint venture with the Office of Naval Intelligence (ONI) to improve maritime data sharing. That joint venture resulted in the establishment of the Joint Maritime Information Element (JMIE) program. JMIE is a consortium of government agencies whose business/operations share a common theme - they are involved in maritime operations. The consortium's business is overseen by the JMIE Steering Group (JSG) which is made up of the heads of the consortium's members. As a first effort in improving the sharing of maritime data, the JSG directed that the JMIE Support System (JSS) be developed. The JSS consists of a centralized database maintained on a high capacity SUN Sparc Server at the National Maritime Intelligence Center in Suitland, MD. The database is accessed via WEB based technology supported by the DISA's Secret Wide-Area Network, SIPRNet. Currently, there are over 50 locations worldwide accessing the database. JSS users include Coast Guard Intelligence offices, other US Law Enforcement, Intelligence, and Military commands, as well as other US government agencies. The original JSS design reached Full Operational Capability (FOC) in 1993 and was transitioned from its original IBM architecture to its current SUN architecture in 1999. By Memorandum of Agreement, the Office of Naval Intelligence functions as the Technical Management Office (TMO), the Assistant Commandant for Operations (Office of Intelligence) serves as the JMIE Executive Agent is also responsible for JSS Operations & Maintenance.

**CONTACT:** RICHARD HARDING, 202-267-6356

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO020	\$1,571	\$1,303	\$2,020

**TITLE:**

LAW ENFORCEMENT INFORMATION SYSTEM II (LEIS II)

**DESCRIPTION:**

LEIS II is a client-server data system with links to internal (Coast Guard) and external law enforcement (LE) databases. LEIS II provides tactical LE information to field units on a near real-time basis. It also provides the fundamental system for standardization and automation of the collection and retrieval of Coast Guard LE data.

**CONTACT:** Don Johnson, 202-267-1772

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO023	\$1,500	\$1,250	\$0

**TITLE:**

MARINE SAFETY INFORMATION SYSTEM (MSIS)

**DESCRIPTION:**

The primary purpose of the Marine Safety Information System (MSIS) is to build safety performances histories of vessels and involved parties. MSIS is needed as a decision support tool for the Commercial Vessel Safety program. Data collected by this system is used to provide the analytical capabilities identified under the National Performance Review for process measurement to improve the Directorate's business practices. Hardware used includes:

Prime - Mainframe  
Primos - MSIS Operation System  
Total - Database Management System Software  
CTOS - Standard Workstation O/S  
X.25 -Telecommunications

This system, MSIS, is essential to national or international missions or programs. This fully operational system is in its final stages of its life cycle and in the process of being replaced. The replacement system was identified by G-M Strategic IRM Plan (SIRMP).

**CONTACT:** Lois Garin 202-267-0790

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO026	\$750	\$750	\$500

**TITLE:**

PERSONNEL DATA SYSTEM (PDS)

**DESCRIPTION:**

PDS is a personnel system which tracks assignments, retirements, promotions, training management and service record management.

These platform applications will evolve to become PMIS/JUMPS II. Extensive planning with Strategic IRM Plan (SIRMP) and PMIS/JUMPS II are underway and at various stages of completion.

**CONTACT:** DAVID SWATLOSKI, 202-267-2096

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO028	\$4,400	\$2,812	\$562

**TITLE:**

PERSONNEL MANAGEMENT INFORMATION SYSTEM/JOINT UNIFORM MILITARY PAY SYSTEM II (PMIS/JUMPS II)

**DESCRIPTION:**

PMIS/JUMPS II is the re-engineering of the Coast Guard's military personnel and payroll system. It will provide military pay for active, reserve, retirees, and annuitants. PMIS/JUMPS II will also serve as the data server for all personnel and training activities for the Coast Guard. This re-engineering effort began in 1992 using contractor support to perform requirements analysis and validation, analysis of alternatives, a life-cycle cost/benefit analysis, a detailed design and specifications, training Government employees in newer technology, and testing for implementation of the requirements.

This effort replaces the data capture part of the process of units administering their members assigned and eliminates Personnel Reporting Units.

**CONTACT:** DAVID SWATLOSKI, 202-267-2096

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO029	\$5,103	\$6,881	\$7,955

**TITLE:**

COMMERCIAL SATELLITE COMMUNICATIONS (SATCOM)

**DESCRIPTION:**

The Commercial SATCOM initiative provides funding for Coast Guard mobile units use of Commercial Satellite communications. It also supports maintenance, and upgrades to the commercial satellite terminals installed on Coast Guard mobile assets. A major initiative to upgrade our existing Commercial SATCOM capabilities which commenced in FY99 is included in this project. The project also funds a few shore based terminals in support of the Global Maritime Distress and Safety System (GMDSS). SATCOM provides command, control and communication (C3) of Coast Guard cutters and contingency forces as well as interoperability with commercial vessels equipped with satellite communications in accordance with GMDSS amendments to the Safety of Life at Sea (SOLAS) convention. SATCOM supports all Coast Guard missions.

Commercial SATCOM supports improved business practices by providing highly reliable, wide-area voice and data communications. Future SATCOM initiatives are planned to provide a secure capability to this communication path and offset the rising cost of the current communications infrastructure, High Frequency (HF) Radio and International Maritime Satellite

(INMARSAT) user costs through capital investment in new state-of-the-art technology. Expansion of the commercial SATCOM path to aircraft will improve existing air to ground communications and allow closure of the Air to Ground positions at Communications Stations. SATCOM users can currently direct dial to any telephone on the public switched network using today's existing INMARSAT capabilities. The upgrade initiative will replace High Frequency Data Link (HF DL) which provides the 110' cutter fleet with record message traffic and will facilitate closure of the HF DL positions at Communication Stations. SATCOM will directly benefit the Law Enforcement, Search and Rescue, Intelligence, and Logistics programs by providing a rapid and reliable communications path at a reasonable cost. Installation of satellite communications will afford the Coast Guard the first step towards possible retirement of significant HF based infrastructure and substantial resource savings in FTE and support costs.

Use of new technology will allow the Coast Guard to take advantage of the cost savings resulting from competition in the commercial SATCOM market. Competition among the satellite service providers will drive the cost of service from the current \$5.90/minute to \$1.50/min or less. This will allow the mobile platforms to utilize the commercial satellite communications path to its fullest potential at less cost per platform. Data communications, to accommodate tactical C2 and support needs, is identified as a critical gap in the Coast Guard communications infrastructure as listed in the U.S. Coast Guard Command, Control, Communications, Computer and Intelligence (C4I) Baseline Architecture (COMDTINST 3090.6). This current gap will become a larger problem in future Coast Guard operations due to an increasing need for information exchange from or to mobile units, and the inability of HF to support large digital data transmission rates due to insufficient bandwidth.

Law Enforcement: The Law Enforcement program is currently the largest user of INMARSAT. At least five of the critical gaps, related to Law Enforcement communications capabilities identified in COMDTINST 3090.6, paragraph 9.5.1.1., can be bridged by installation of commercial SATCOM equipment on cutters and aircraft. These critical gaps include:

- The lack of reliable connectivity between cutters, aircraft and operational shore facilities, especially at extended ranges.
- The lack of an effective interface for exchanging information between larger Coast Guard platforms that support the Enforcement of Laws and Treaties (ELT) mission and Shore facilities (Districts) and smaller platforms (WPBs).
- The limited ability to effectively exchange sensor, intelligence and other tactical information between aircraft, mobile units and shore facilities.
- The lack of high speed, reliable communications between mobile assets and operational support information to assist in or which is mission essential for the execution of the ELT/Maritime Law Enforcement (MLE) mission.
- The generally cumbersome interfaces available for using Coast Guard Command and Control/Communications systems.

Search and Rescue: COMDTINST 3090.6, paragraph 4.5.1.1, identifies critical gaps in communications capability related to Search and Rescue (SAR) which a commercial SATCOM capability would be logical and cost effective solution. Specific communications requirements which could be addressed by commercial SATCOM, as listed in COMDTINST 3090.6 are:

- OPCEN controllers shall have secure or non-secure voice communications with On Scene

Commanders.

- Conduct On Scene Commander (OSC) functions, including coordination of Surface Resource Unit (SRU) response, monitoring of SRU performance, adoption of SAR Action Plan to on scene conditions and incident development, and communicating with the SAR Mission Coordinator in real time.

- Communicate in real or near time, in all modes (Voice, data, video), with Coast Guard resources and all appropriate federal, state and local agencies and maritime public while

**CONTACT:** LT Len Sheltry, 202-267-6837

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO030	\$750	\$750	\$750

**TITLE:**

SHIPBOARD COMMAND AND CONTROL SYSTEM - 270 (SCCS-270)

**DESCRIPTION:**

C2CEN previously supported two separate C2 systems on the WMEC-270 Famous-class cutters:

COMmand, Display & Control (COMDAC) System: Served as an organic integrated bridge system combining hand-vectorized charts with integrated radar navigation, collision avoidance, automated visual navigation, electronic navigation, and piloting assistance.

Naval Tactical Command System - Afloat (NTCS-A): Provided the over-the-horizon tactical picture for CIC and joint operations.

The COMDAC system was based on late 1970's proprietary technology, obsolete hardware, and became more difficult and costly to support.

A feasibility study in 1993 identified that a completely new system could be designed, procured and installed on all 13 WMEC-270 class cutters to replace COMDAC by simply reprogramming existing annual COMDAC support money. In addition, the new system would combine the local organic navigation system with the over-the-horizon tactical picture resulting in one powerful system that increases functionality and efficiency on the bridge and in CIC while reducing annual maintenance and support costs. As part of a multiyear budgetary strategy, C2CEN proposed replacing COMDAC with modern tactical computers based on the Navy's JMCIS architecture. On 24 March 1994, COMDT (G-CCS) approved the project and work began on replacing COMDAC and integrating the organic and over-the-horizon command and control systems.

In the Summer of 1996, the US Navy's Space and Naval Warfare Systems Command (SPAWAR) Navigation Sensor System Interface (NAVSSI) project team abandoned a costly navigation display system project and signed a memorandum of agreement with C2CEN to jointly develop the SCCS-270 navigation software and to expand its use for all USCG WMEC/WHEC class cutters and all NAVSSI designated platforms. The first NAVSSI systems employing the SCCS-270 navigation software will undergo operational evaluation during summer 2000. The US Navy's Naval Sea Systems Command (NAVSEA) New Fast Attack Submarine Program (NSSN) joined the development team in 1997. The NSSN program office will use the SCCS-270 navigation software on the Virginia-class submarines scheduled for launch in 2004.

As of March 2000, all 13 WMEC-270 class cutters have been retrofitted with SCCS-270.

**CONTACT:** LCDR Thomas Routhier, 757-686-2141

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO031	\$1,400	\$1,400	\$1,770

**TITLE:**

SHIPBOARD COMMAND AND CONTROL SYSTEM-378 (SCCS-378)

**DESCRIPTION:**

The combat and tactical information system on WMEC-378 Hamilton-class cutters was an outdated collection of equipment which had problems associated with its age and limited automated functionality. The hardware was antiquated, processing command and control activities required many crewmembers, and there was no automated information integration. SCCS-378 upgraded the combat and tactical information equipment on all WMEC-378 cutters using state of the art COTS-based information technology and available DOD Defense Information Infrastructure - Common Operating Environment (DII-COE) provided software. Additional Coast Guard unique software segments were developed to provide complete automated functionality. With the completion of all installations, the program has entered the life cycle support stage and centers on fixing system trouble reports, implementing new enhancements via system improvement reports, and training crews on system operation, administration, and maintenance.

**CONTACT:** LCDR Thomas Routhier, 757-686-2141

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO034	\$200	\$400	\$220

**TITLE:**

AVIATION TECHNICAL INFORMATION MANAGEMENT SYSTEM (ATIMS)

**DESCRIPTION:**

THE CENTRAL WORK EFFORT OF THE ATIMS PROJECT IS CONVERTING CG AIRCRAFT TECHNICAL PAPER MANUALS TO ELECTRONIC FORMAT. THIS PROJECT WILL ALLOW ALL ENGINEERING AND SUPPORT PERSONNEL TO MANAGE, ACCESS, AND USE TECHNICAL INFORMATION IN A TIMELY MANNER WITH ACCURATE, UP-TO-DATE DATA. ALL COMMANDANT (G-SEA) COGNIZANT PUBLICATIONS WILL BE TRANSLATED TO A STANDARDIZED GENERAL MARKUP LANGUAGE (SGML) THAT COMPLIES WITH EXISTING CONTINUOUS ACQUISITION AND LIFE-CYCLE SUPPORT (CAL) DOD SPECIFICATIONS FOR INTERACTIVE ELECTRONIC TECHNICAL MANUALS (IETMS). ONE DATA SOURCE (SGML) WILL BE CAPABLE OF TAKING MANY FORMS OF DELIVERY: CD-ROM TECHNICAL MANUALS (TMS) OR HARD-COPY MAINTENANCE PROCEDURE CARD (MPC) DERIVATIVES. THE PLAN FOR ALL AIRCRAFT INCLUDES DIGITAL CONVERSION OF APPROXIMATELY 2,751 TMS CONTAINING APPROXIMATELY 1,216,817 PAGES OF A DIGITAL FORMAT. DIGITAL MANUAL CONVERSION HAS COMMENCED WITH THE HH-65A RELATED PUBLICATIONS NEARING COMPLETION AND WILL CONTINUE WITH THE HU-25 (SERIES), BOTH NON-DOD SUPPORT AIRCRAFT. THE DOD SUPPORTED AIRCRAFT, THE HC-130H AND THE HH-60J, MANUAL CONVERSION WILL FOLLOW RESPECTIVELY. BY CLOSELY

TYING DEVELOPMENTAL STRATEGIES TOGETHER, THE ATIMS GOAL IS CG/DOD COMPATIBLE TM UPDATES WHICH WILL SIGNIFICANTLY INCREASE THE VALUE OF DIGITAL MANUALS.

**CONTACT:** FRED HUNTER, 919-335-6009

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO037	\$3,477	\$3,571	\$5,150

**TITLE:**

DEFENSE MESSAGE SYSTEM (DMS)

**DESCRIPTION:**

DMS IS A DOD MANDATED PROGRAM THAT WILL REPLACE THE EXISTING WORLD-WIDE AUTODIN RECORD MESSAGE SYSTEM WITH A GLOBAL, INTERNATIONAL X.400/X.500 STANDARD ELECTRONIC MAIL SYSTEM AT LESS COST BY USING COMMERCIAL-OFF-THE-SHELF PRODUCTS. DMS WILL COMBINE "ORGANIZATIONAL" AND "INDIVIDUAL" MESSAGING INTO A SINGLE, MULTI-LEVEL SECURE SYSTEM. DMS WILL BRING USERS THROUGHOUT DOD AND CG MULTI-LEVEL SECURE, DESKTOP-TO-DESKTOP COMMUNICATION WITH THE ADDED CAPABILITY OF MULTIMEDIA MESSAGE ATTACHMENTS. WHEN FULLY IMPLEMENTED, DMS WILL SUPPORT ALL ADMINISTRATIVE, COMMAND AND CONTROL, AND INTELLIGENCE MISSIONS, SUSTAINING BOTH SHORE AND MOBILE ASSETS. CLOSE MONITORING AND COORDINATION WITH THE NAVY ON THIS PROJECT ARE VITAL TO ENSURE CONTINUED INTEROPERABILITY WITH THE NAVY, DOD AND ALLIED FORCES.

**CONTACT:** LCDR STEVE WOLF, 202-267-1160

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO040	\$485	\$485	\$162

**TITLE:**

OFFICE OF HEALTH AND SAFETY RESOURCE INFORMATION SYSTEM (KRIS)

**DESCRIPTION:**

KRIS gives G-W the ability to manage the Coast Guard's \$250 million annual health care budget. Managers can now measure the performance of Coast Guard clinics and compare it to other forms of health care delivery.

The system is linked with the Personnel Decision System (PDS), Defense Medical Information System, Tri-service CHAMPUS Statistical Database Project, Defense Enrollment and Eligibility Reporting System (DEERS), Clinic Automated Management System (CLAMS), and the non-federal Invoice Processing Systems (NIPS). All of these links allow the gathering and comparing of a large and diverse amount of information.

Hardware will be SWIII and existing minicomputer capacity for database server functions. Software will be part of SWIII bundle.

**CONTACT:** DAVID SWATLOSKI, 202-267-2096

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO041	\$885	\$460	\$460

**TITLE:**

CASE MATTER MANAGEMENT DATABASE(CMMTdb) (previously known as LAWS in DOT database)

**DESCRIPTION:**

CMMTdb is a Coast Guard wide tracking system designed for legal case or matter management for attorney/staff use in the day to day management of their cases and workload. CMMTdb is an office and program management tool for legal program managers use in the management of their staff and office work. It also serves as resource management tool for the Chief Counsel and senior managers in exercising oversight of the legal program.

The current LAWSdb was written in Application Development System (ADS) for the CTOS computer equipment. With the transition to CGSWIII the LAWSdb is not compatible and is being replaced by CMMT which is an ORACLE based database accessed through the WEB. The CMMTdb is one of the 18 "Mission Essential Applications".

If not funded, it would be necessary for attorneys to revert back to manual processes. Turnaround times for legal materials would increase significantly. A large number of additional support personnel would be required. Attorneys and their supervisors would be less effective in managing individual and office workload. There would be no electronic sources of workload data for measurement by the program manager. Legal research would be more time consuming, possibly less thorough, and possibly inconsistent.

**CONTACT:** Donald Pedersen, (202) 267-0067

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO042	\$450	\$450	\$450

**TITLE:**

MESSAGE INTERFACE, TRANSITION, AND AUTOMATION PROJECT (MITAP)

**DESCRIPTION:**

MITAP will keep the Coast Guard Standard Semi-Automatic Message Processing System (SSAMPS) operational until the Defense Messaging System (DMS) is fielded. MITAP is focused on the inter-connectivity between the Coast Guard Standard Workstation III (SWIII) and the record message system existing on the CGSWII. MITAP will develop and test the integration plan for the entire Coast Guard.

The Coast Guard has a requirement to maintain a record communications system for operational needs and administrative functions. The Coast Guard also has a requirement to maintain record message connectivity with other federal agencies and DOD. DMS is the future record message system for DOD.

The specific technology required is services. The funds will be used to outsource for

contractors' expertise and services in providing record message connectivity for the Coast

**CONTACT:** LT MICHAEL WILFORD, 202-267-6598

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO043	\$450	\$450	\$450

**TITLE:**

MERCHANT MARINER LICENSING AND DOCUMENTATION SYSTEM (MMLD)

**DESCRIPTION:**

The Merchant Mariner Licensing and Documentation (MMLD) system automates the various marine licensing and documentation processes including recordkeeping of merchant mariners of the United States. The records include the documentation, license and employment information on each U.S. mariner and World War II Merchant Mariner Veteran's Status information (DD 214 program). The manual system which has been in effect since 1937, was extremely labor intensive and provided very slow response to inquiries for information from these records. An automated system for Coast Guard Headquarters, the Merchant Mariner's Documentation (MMDOC) system has been on line since 1991 and has improved our ability to respond to the public with information needed to assist mariners. In 1996, MMDOC and MMLD were combined into one national database to be used by all Regional Examination Centers (RECs). The database is updated daily with new/additional information on mariners to include name, address, and social security number; date/place and rating of a Merchant Mariner's Document (MMD) LICENSE; and the location of the record. In 1999, MMLD was transported to Workstation III and upgraded to a web-enabled application. It is presently located and maintained at the Operations Systems Center in Kearneysville, WV. As part of the MMLD system, the Coast Guard developed a Mariner's Tracking system which will provide valuable information to the Maritime Administration and Department of Defense for the manning of merchant vessels in times of national emergency. The information in MMLD is also used in Coast Guard investigations of marine casualties, violations, and negligence; in Department of Justice litigation; in Department of Defense manning of the Ready Reserve Fleet in time of national emergency; and to provide information to mariners and unions regarding retirement benefits. An element of MMLD is the Mariner's Identification (MID) system which replaces the paper-based Merchant Mariner's Document (MMD) with a plastic credit card style ID with magnetic stripe to allow automating a 60 year old manual reporting system. This is a micro computer based ID card production (with camera and card printer) with COTS equipment with an interface developed to tie the system to CGSW. The system is used on the national and local level.

**CONTACT:** Lois Garin, 267-0790

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO044	\$3,163	\$3,555	\$2,980

**TITLE:**

National Pollution Funds Center (NPFC) Expert Management Information System (NEMIS)

**DESCRIPTION:**

The National Pollution Funds Center's (NPFC) principal mission is to administer the financial responsibility provisions in Title I of the Oil Pollution Act of 1990 (OPA). NPFC administers the

Oil Spill Liability Trust Fund (OSLTF) that supports OPA activities, and the Coast Guard portion of the Superfund that supports the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA). These laws deal with liability, compensation, and other fiscal matters stemming from threatened or actual oil or hazardous substance releases.

To meet these ends, the NPFC executes programs that:

- \* Provide funding to permit timely removal actions; initiate Natural Resource Damage assessments; and compensate claimants who demonstrate that certain damages were caused by oil pollution;
- \* Recover pollution costs and damages incurred by the Fund from responsible parties; and
- \* Certify the financial responsibility of vessel owners and operators.

NPFC receives intense scrutiny by Congress, GAO, OMB, DOT, Responsible Parties (RPs), their guarantors, the shipping and oil industries, other federal agencies, States, claimants, On-Scene Coordinators, and other internal and external customers.

NPFC's Expert Management Information System (NEMIS) is the overarching information system that supports the business lines of NPFC. Currently under phased development, NEMIS provides the platform by which case team members can interactively participate during the prosecution of pollution cases. It provides a system for the management of the vessel certification function and the adjudication of third party claims. NEMIS provides the platform for NPFC's Intranet by which all NPFC employees have access to NPFC's Strategic Business Plan, internal Standard Operating Procedures (SOPs), Coast Guard and NPFC instructions, executive information, policy and legal guidance, and other shared data. It permits the management staff to measure and analyze statistics for the purposes of internal and external reporting, IG audit preparation and workload reallocation and distribution.

NEMIS provides tools through which NPFC progress toward GPRA goals can be measured and evaluated; tools which are critical to accomplishing our Total Quality Initiatives, especially for providing superior customer service through continuous process improvement.

The scope of NEMIS is significant in that it supports NPFC's management of the \$1B Oil Spill Liability Trust Fund and every source of income and expense coming into and out of the Fund. Since 1990, the NPFC has managed income into the Fund totaling \$2B from five primary sources: the \$.05 per barrel oil tax, fines and penalties, interest on Treasury investments, transfers from existing funds, and recoveries from responsible parties. The NPFC also provided oversight over \$1.0 billion in expenditures from the Fund from FY90 through FY99 to date including appropriations, claims payments, and Emergency Fund expenditures. In addition, the NPFC has adjudicated and paid over 8,000 claims filed against the Fund, paid over 4,300 claims totaling \$29.5M, and collected over \$5M in fees for Certificates of Financial Responsibility.

NEMIS consists of the following business modules and system-wide capabilities:

- \* Case Management Information System (CIMS);

- \* Financial Management (ORACLE Financials -- PA, AR, GL);
- \* Claims Processing System (CPS);
- \* Certification of Financial Responsibility (COFR);
- \* NPFC Intranet/Executive Information System (NEIS);
- \* Resource tracking and Management (Personnel/Billets, Physical Assets);
- \* Office Automation;
- \* Internet/Electronic Commerce;
- \* Decision Support.

Each of the NEMIS modules and system-wide capabilities is in a different phase of development. NEMIS is being developed in coordination with G-CFP and G-S to ensure consistency with the Coast Guard's long-term financial and information system goals. NEMIS integrates with ORACLE Financials, which has been adopted as the Coast Guard (G-CFP) standard for financial systems management. NPFC's approved AIS plans, submitted in 1991

**CONTACT:** George Cognet (202) 493-6761

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO049	\$300	\$300	\$300

**TITLE:**

AUTOMATED REQUISITIONING MANAGEMENT SYSTEM (ARMS)

**DESCRIPTION:**

THE AUTOMATED REQUISITION MANAGEMENT SYSTEM IS THE CG'S CENTRALIZED REQUISITION MANAGEMENT SYSTEM. THIS SYSTEM PROCESSES ALL CG UNIT LEVEL FEDERAL STOCK SYSTEM TRANSACTIONS.

**CONTACT:** LTJG Gary Mason, 202-267-2560

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO052	\$431	\$399	\$399

**TITLE:**

AUXILIARY MANAGEMENT INFORMATION SYSTEM II (AUXMIS II)

**DESCRIPTION:**

AUXMIS II IS THE MANAGEMENT INFORMATION SYSTEM DESIGNED TO SUPPLY THE USCG AUXILIARY INFORMATION NEEDED TO BE A FULLY FUNCTIONAL MEMBER OF TEAM COAST GUARD. AUXMIS PROVIDES THE AUXILIARY THE ABILITY TO MANAGE THE THEIR RESOURCES, PEOPLE, PEOPLE TRAINING & EQUIPMENT THAT ARE USED BY THE COAST GUARD'S 36,000 MEMBER VOLUNTEER SERVICE.

**CONTACT:** LCDR M Ryan, 202-267-1442

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO054	\$435	\$389	\$389

**TITLE:**

COMPUTER ASSISTED SEARCH PLANNING SYSTEM (CASP I)

**DESCRIPTION:**

CASP I IS AN EXISTING OPERATIONAL DECISION SUPPORT SYSTEM. IT IS A MISSION ESSENTIAL APPLICATION THAT PREDICTS THE POSITION OF SEARCH TARGETS ON THE HIGH SEAS. CASP I ENABLES THE RAPID IDENTIFICATION OF HIGH PROBABILITY SEARCH CELLS WHERE TARGETS MAY BE DETECTED. CASP I RECOMMENDS OPTIONAL SEARCH PATTERNS AND THE APPROPRIATE SEARCH PLATFORM TO EXECUTE THE MISSION. THE CASP I SYSTEM USER BASE IS COMPRISED OF THE 12 USCG COMMAND CENTERS LOCATED AT AREA AND DISTRICT OFFICES.

**CONTACT:** LCDR M Ryan, 202-267-1442

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO058	\$247	\$247	\$247

**TITLE:**

COAST GUARD INTELLIGENCE SUPPORT SYSTEM (CGISS)

**DESCRIPTION:**

CGISS IS A NETWORK OF CLASSIFIED DESKTOP SERVERS, COMPUTERS, AND LAN AND WAN INFRASTRUCTURE THAT INTERCONNECTS ALL CG INTELLIGENCE SITES AND PROVIDES CONNECTIVITY AND INTEROPERABILITY WITH CG C2 PROGRAMS, DOD SYSTEMS, INTELLIGENCE COMMUNITY SYSTEMS, AND TO THE EXTENT PRACTICABLE, LAW ENFORCEMENT AGENCIES. THE MISSION OF CGISS IS TO PROVIDE A ROBUST DYNAMIC AND FLEXIBLE SYSTEM OF NETWORKS, COMMUNICATIONS HARDWARE, SOFTWARE, AND PERIPHERAL DEVICES WHICH ASSIST AND SUPPORT INTELLIGENCE PERSONNEL IN CARRYING OUT THE STRATEGIC OBJECTIVES AND BUSINESS PLAN OF THE CG INTELLIGENCE PROGRAM AT ALL CLASSIFICATION LEVELS. THE STRATEGIC GOALS OF THE CGISS INITIATIVE ARE TO PLACE A CGISS WORKSTATION ON EVERY INTELLIGENCE PROGRAM DESK, INCLUDING MANAGERS, ANALYSTS, WATCHSTANDERS, AND ADMINISTRATION SUPPORT PERSONNEL; AND TO PROVIDE A SINGLE WORKSTATION CAPABLE OF RUNNING ALL REQUIRED APPLLCATIONS AT EVERY LEVEL OF CLASSIFICATION FROM UNCLASSIFIED THROUGH SCI. MOST OF THE CGISS INITIATIVE IS FUNDED VIA NON-CG FUNDING. THE BULK OF THE PROGRAM IS FUNDED FROM THE GENERAL DEFENSE INTELLIGENCE PROGRAM (GDIP). THE COSTS REPRESENTED HERE IN THIS SUBMISSION ONLY INCLUDE CG FUNDS THAT SUPPORT SIPRNET RECURRING NETWORK COSTS THAT WERE TRANSFERRED TO TISCOM THROUGH WHICH THE CIRCUITS MONTHLY RECURRING COSTS ARE PAID FOR.

**CONTACT:** Lt Charles Pugh, 202-267-2132

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO073	\$200	\$200	\$200

**TITLE:**

LOCAL NOTICES TO MARINERS AUTOMATION (LNM - PHASE II)

**DESCRIPTION:**

The U.S. Coast Guard has a statutory and international treaty responsibility to disseminate important safety information, concerning the state of U.S. waterways to the maritime public

(commercial, military, recreational). To meet this responsibility, each of the nine nationwide Coast Guard districts issues a weekly printed publication titled Local Notice to Mariners (LNM). The current process used to compile and disseminate LNM is predominately manual. Four separate non-compatible aids to navigation information [legacy] systems share a large percentage of data by manually keying data between systems. The information is used to create the LNM which provides important safety information to a broad spectrum of mariners. This information must be accurate. However, because of the need to re-key information between systems, the information contains errors.

Additionally, costs for printing and mailing continue to rise. At the same time, the demand for electronic access to LNM data continues to rise. This project will lead to the automation of the collection of aids to navigation information and the dissemination of the LNM, as well as providing for internal and external on-line access to aids to navigation and navigation safety information. This process represents a system of data input, data management, and data output of time-sensitive navigation information that can be supported by a computer database architecture. The Coast Guard has contracted for the phased development of a system that will automate and integrate the capturing of the original input data, provide a means for better data management, and consider organizational restructuring and linkage to other related processes.

**CONTACT:** FRANK PARKER, 202-267-0358

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO074	\$175	\$219	\$219

**TITLE:**

LORAN-C OPERATIONS INFORMATION SYSTEM 2 (LOIS2)

**DESCRIPTION:**

LOIS2 provides Coast Guard personnel the ability to review critical parameters of the Long Range Aids to Navigation (LORAN) and analyze them to ensure that the signal the CG is delivering is within acceptable parameters and/or whether the signal needs to be adjusted to remain in tolerances. LORAN is a navigation system that is used in many applications, including commercial and private marine vessel navigation, private aviation and a back up for commercial aviation navigation.

**CONTACT:** Dave Gass, 202-267-6181

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO084	\$625	\$615	\$615

**TITLE:**

SEARCH AND RESCUE MANAGEMENT INFORMATION SYSTEM (SARMIS)

**DESCRIPTION:**

SARMIS is an existing administrative reporting information system. It is a mission essential application that enables the collection of search and rescue incident data, data storage, and the retrieval of information pertaining to Coast Guard responses, assistance and rescue services provided to the general public. SARMIS captures data from more than 475 reporting Coast Guard sources, regarding more than thirty thousand Search and Rescue events throughout the nation annually.

**CONTACT:** LCDR Jim Cash, 202-267-1442

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO087	\$150	\$150	\$150

**TITLE:**

SHIP CONTROL AND NAVIGATION TRAINING SYSTEM (SCANTS)

**DESCRIPTION:**

The ship's Navigation training and Simulator is used to simulate different shipboard environments from a navigational standpoint.

The simulator produces a controlled environment for the development of ship-handling skills. This environment would be difficult to re-create with any consistency in the real world. Additionally, the environment allows for optimal training conditions for personnel using the system. This increases the efficiency of training efforts.

The system's two primary customers are newly commissioned ensigns and prospective Commanding Officers assigned to afloat units. These two groups of bridge personnel are critical to the safe manning and navigation of Coast Guard vessels.

This initiative also reduces the cost of training options in real environments in two ways. First, it eliminates the cost of errors on operational assets and second, it significantly reduces the operating costs of using cutters for training.

**CONTACT:** DAVID SWATLOSKI, 202-267-2096

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO095	\$0	\$0	\$0

**TITLE:**

DISTRICT SEVENTEEN VHF-FM HIGH LEVEL SITE UPGRADE PHASE III (D17 VHF-FM)

**DESCRIPTION:**

THE D17 VHF-FM PROJECT REFURBISHES THE SHORT-RANGE VHF-FM COMMUNICATIONS SYSTEM IN THE ALASKA SEARCH AND RESCUE (SAR) AREA OF RESPONSIBILITY. THE COMMUNICATION SITE IN ALASKA HAVE DETERIORATED TO THE POINT WHERE THE SYSTEM NO LONGER PROVIDES RELIABLE DISTRESS OR COMMUNICATIONS CAPABILITIES. THE POTENTIAL SAFETY HAZARD POSED BY THE SEVERELY DEGRADED SYSTEM REQUIRES IMMEDIATE REPAIR AND UPGRADE. THE SITES ARE PART OF THE VHF NATIONAL DISTRESS SYSTEM (NDS) AND ARE AN ESSENTIAL COMPONENT OF THE CG'S TELECOMMUNICATIONS INFRASTRUCTURE. THE PROJECT PROVIDES IMPROVEMENTS TO SEARCH AND RESCUE (SAR) AND COMMAND AND CONTROL (C2) COMMUNICATIONS , AS WELL AS THE INFRASTRUCTURE NEEDED TO MAINTAIN THIS VITAL COMMUNICATION CAPABILITY INTO THE FUTURE IN THE SEVERE ALASKA ENVIRONMENT.

THE D17 VHF-FM PROJECT REPAIRS AND UPGRADES THE SHORT RANGE VHF-FM

COMMUNICATIONS SYSTEM IN ALASKA, IMPROVING SYSTEM RELIABILITY. AS A RESULT, THE CG SHOULD HAVE THE ABILITY TO MORE EFFECTIVELY PERFORM ITS MISSIONS AND MEET THE NEEDS OF ITS MARITIME CUSTOMERS.

THE D17 VHF-FM INITIATIVE WILL USE FUNDS TO PROCURE STANDARDS BASED, COMMERCIAL OFF-THE-SHELF VHF-FM RADIO COMMUNICATIONS EQUIPMENT (HARDWARE). PROCUREMENT WILL BE IN COMPLIANCE WITH THE FAR REGULATIONS. LANDLINE CONNECTIONS FROM THESE SITES TO CG UNITS MAY UTILIZE CIRCUITS LEASED FROM DITCO (A UTILITY ACCOUNT INCLUDED IN THE IT PLAN).

**CONTACT:** LT. EUGENE VOGT, 202-267-1348

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO096	\$40	\$1,000	\$5,000

**TITLE:**

LOW POWER HF TRANSCEIVER REPLACEMENT (GSB-900 REPLACEMENT)

**DESCRIPTION:**

This initiative will replace low power HF radio equipment throughout the Coast Guard. The Coast Guard is presently using Sunair's 900 series low power HF transceivers as a standard, short haul HF communications system. Some other non-standard ad-hoc Low Power equipment (less than 100 units) has been fielded in order to extend the life of the aging GSB-900 infrastructure. The Sunair equipment has been out of production since 1987, it is becoming expensive and difficult to maintain. This equipment allow for interoperability with other DOT agencies, DOD, and the boating public. Equipment use varies by platform but is mainly used for primary or secondary communications by mobile units.

**CONTACT:** LT Eugene Vogt, 202-267-1252

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO097	\$2,000	\$2,000	\$700

**TITLE:**

HANDHELD VHF-FM DES RADIO REPLACEMENT PROJECT (MX-300 REPLACEMENT)

**DESCRIPTION:**

This effort will replace MX-300R handheld VHF-FM Digital Encryption Standard (DES) radios. MX-300R radios are no longer manufactured. Replacement is being done on an as needed basis, increasing cost. This strategy also fails to gain the full advantages available in improved performance and increased protected communications range provided by the new radios. Further, poor voice quality of existing radios negatively impacts command and control. With over 3,000 radios in inventory, the Coast Guard Engineering Logistics Center (ELC) is not budgeted for a massive replacement of these radios. As the failure rate increases with the radio's increased age and reduced maintenance supportability, a planned replacement has become more cost effective. This project has identified a replacement radio and begun procurement of the Motorola Astro Saber 1R ruggedized). Fielding plans to provide initial procurement replacement radios to those units with the most dire operational needs have been developed. 2,549 single key, and 122(plus 12 for XB) multi-key radios have been purchased to

date and most have been distributed to field units. These multi-key units have been procured and distributed to Coast Guard Investigative Service units for multi-mission/interoperability capabilities.

Due to expanded missions which require secure voice communications, an additional 1200 single key units will be required to meet operational needs and provide an adequate XB pipeline. In addition to the 1200 single key units required, deep assurance spares will be needed to replace lost/stolen radios. The manufacturer plans to discontinued production of this unit in Q2FY01, a additional ten percent deep assurance spare quantity should be procured. These replacement radios provide vital protected communications during law enforcement boardings and other sensitive operations. The sensitive nature of communications between deployed boarding or Law Enforcement teams and small boats require this level of protection. A lack of funding will preclude protected radio communications wherever and whenever needed.

This communications equipment directly supports all Coast Guard law enforcement operations using multiple, mobile teams. Examples include drug interdiction sweeps of suspect vessels and alien migrant interdiction operations. A planned, coordinated procurement will optimize capability and minimize costs. The last order for Astro Saber 1R transceivers must be submitted prior to 30 September 2000.

**CONTACT:** Mr. Tom Chirhart, 202-267-2820

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO105	\$16,000	\$22,000	\$42,000

**TITLE:**

NATIONAL DISTRESS & RESPONSE SYSTEM MODERNIZATION PROJECT (NDRSMP)

**DESCRIPTION:**

THE NATIONAL DISTRESS AND RESPONSE SYSTEM MODERNIZATION PROJECT (NDRSMP) WILL ALLOW THE CG TO RECEIVE MARITIME DISTRESS AND EMERGENCY RESPONSE ALERTS AND WILL ALLOW COMMAND AND CONTROL (C2) OF RESPONDING FACILITIES FOR SEARCH AND RESCUE AND ALL OTHER OPERATIONAL MISSIONS THAT OCCUR IN

COASTAL AND INLAND WATERWAYS AREAS INTO THE 21TH CENTURY. THE MODERNIZED SYSTEM'S PRIMARY FUNCTION IS TO RECEIVE MARITIME DISTRESS ALERTS, COORDINATE SEARCH AND RESCUE RESPONSE OPERATIONS, AND COMMUNICATE WITH COMMERCIAL AND RECREATIONAL VESSELS. ITS SECONDARY FUNCTION IS TO PROVIDE COMMAND AND CONTROL (C2) FOR CG UNITS PERFORMING MARITIME SAFETY, MARITIME LAW ENFORCEMENT, NATIONAL SECURITY, AND MARINE ENVIRONMENTAL PROTECTION MISSIONS. IT WILL FILL SEVERAL CRITICAL CAPABILITY GAPS IDENTIFIED IN THE USCG COMMAND, CONTROL, COMMUNICATIONS, COMPUTERS, AND INTELLIGENCE (C41) BASELINE ARCHITECTURE (COMDTINST 3090.6).

THE SYSTEM WILL PERFORM THESE VITAL FUNCTIONS IN SUPPORT OF CG MISSIONS:

1. PROVIDE CONTINUOUS AND COMPREHENSIVE VHF-FM COVERAGE IN ALL COASTAL AREAS OF THE CONTINENTAL US, HAWAII, PUERTO RICO, THE US VIRGIN ISLANDS, GUAM, THE GREAT LAKES, AND MAJOR INLAND BAYS AND WATERWAYS.

2. PROVIDE COVERAGE TO AT LEAST 20 NAUTICAL MILES OFFSHORE, OR TO THE EXTEND OF EXISTING COVERAGE, WHICHEVER IS GREATER.
3. RECEIVE DISTRESS AND EMERGENCY ALERTS AND DETERMINE GEOLOCATION.
4. PROVIDE VOICE AND DATA COMMUNICATIONS BETWEEN SHORESIDE AND MOBILE CG FACILITIES; BETWEEN FEDERAL, STATE, AND LOCAL AGENCIES; AND THE COMMERCIAL AND RECREATIONAL BOATING PUBLIC.
5. PROVIDE SUFFICIENT VOICE AND DATA COMMUNICATIONS CAPACITY TO SUPPORT MULTIPLE OPERATIONS IN ONE OR MORE OPERATING AREAS.
6. PROTECT SENSITIVE COMMUNICATIONS WITH AND BETWEEN CG FACILITIES AND UNITS OF OTHER GOVERNMENTAL AGENCIES.
7. RECORD, TIME STAMP, AND PROVIDE INSTANT PLAYBACK/ARCHIVAL OF UNCLASSIFIED INFORMATION.

**CONTACT:** CDR ED THIEDEMAN 202-267-2811

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO106	\$11,000	\$10,000	\$12,000

**TITLE:**

LEASED NETWORK SERVICES THROUGH THE DEFENSE INFORMATION TELECOMMUNICATION CERTIFICATION OFFICE (DITCO)

**DESCRIPTION:**

DITCO CONTRACTS FOR AND BILLS THE COAST GUARD FOR VIRTUALLY ALL DEDICATED TELECOMMUNICATIONS CIRCUITS USED BY THE CG. THE MAJORITY OF DITCO CIRCUITS ARE USED IN SUPPORT OF THE CG DATA NETWORK (CGDN), CG DATA NETWORK PLUS (CGDN+), DEFENSE MESSAGING SYSTEM (DMS), AND THE ANTI-DRUG NETWORK (ADNET). THIS IS PRIMARILY A UTILITY ACCOUNT.

DITCO CAPITALIZES UPON THE FEDERAL GOVERNMENT'S POWER TO OBTAIN THE BEST PRICES FOR SERVICES. DITCO IS ABLE TO ENGINEER CG CIRCUITS WITH DEPARTMENT OF DEFENSE (DOD) AND OTHER FEDERAL AGENCIES FOR COST-EFFECTIVE LONG DISTANCE ROUTING. FINALLY, DITCO PROVIDES A CONSOLIDATED BILL FOR EFFICIENT ADMINISTRATION BY A SMALL CG STAFF.

DITCO SUPPORTS THE INFRASTRUCTURE (LEASED CIRCUITS) OF THE CGDN, CGDN+, DMS, VHF RADIO CONTROL, AND ADNET. WITHOUT DITCO FUNDING, THE CG WOULD LOSE AN ESSENTIAL PORTION OF ITS TELECOMMUNICATIONS INFRASTRUCTURE. THE CG WOULD LOSE 90% OF ITS DATA NETWORK (CGDN), 60% OF ITS RECORD MESSAGE CAPABILITY, CONTROL OF REMOTE VHF RADIOS, AND COUNTER-NARCOTICS C3I INTEROPERABILITY AMONG CG/DOD OGA COMMAND CENTERS.

**CONTACT:** LT Kelly Osborne 202-267-1252

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO107	\$139	\$139	\$139

**TITLE:**

ELECTRONIC CHARTING SYSTEM (ECS)

**DESCRIPTION:**

THIS SYSTEM IS NEEDED TO IMPROVE SAFETY OF CUTTERS NAVIGATING IN PILOTING WATERS OR AT SEA. EFFICIENCIES MAY BE REALIZED IN THE FUTURE BASED ON A FULLY EMPLOYED ELECTRONIC CHARTING DISPLAY INFORMATION SYSTEM (ECDIS) AND ECS WHERE CREW MANNING MAY BE REDUCED DUE TO THE AUTOMATION OF MANUAL PLOTTING PROCEDURES. ECS SYSTEMS ARE BEING INSTALLED IN CG CUTTERS FROM 110 UP TO 378. ALTHOUGH NOT A FULLY COMPLIANT ECDIS SYSTEM, ECS'S WILL PROVIDE CUTTERS WITH IMPROVED NAVIGATION INFORMATION.

**CONTACT:** CDR J. Rodriguez, 202-267-1446

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO112	\$0	\$1,000	\$1,000

**TITLE:**

Financial Desktop - Budget Execution to Expenditure (MBE)

**DESCRIPTION:**

The Financial Desktop umbrella is primarily a field system which supports budget distribution, procurement and funds management. A number of applets reside in the financial desktop. The goal is to provide field users with an appropriate suite of integrated tools which minimize data entry and permit efficient stewardship of Coast Guard resources. This field system generates the source information that feeds the Coast Guard financial management program.

Budget Execution to Expenditure

The enhanced capability to link the budget to actual expenditures is expected to cost \$1M. This project will link IBUDS/AFTS and Delphi.

**CONTACT:** Ed Murray, 202-267-0676

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO116	\$3,700	\$3,600	\$3,700

**TITLE:**

Financial desktop - LUFS NT, IBUDS/AFTS-NT, PACE

**DESCRIPTION:**

The Financial Desktop umbrella is primarily a field system which supports budget distribution, procurement and funds management. A number of applets reside in the financial desktop. The goal is to provide field users with an appropriate suite of integrated tools which minimize data entry and permit efficient stewardship of Coast Guard resources. This field system generates the source information that feeds the Coast Guard financial management program.

LUFS is the Coast Guard's procurement and funds management software. LUFS is used

throughout the Coast Guard at Unit, Group, District, and Headquarters offices as a tool to develop procurement actions and to report, commit, and obligate funds. LUFSS is used for the transmission of financial and procurement data to the Coast Guard Finance Center (FINCEN) for update to Departmental Accounting and Financial Information Systems (DAFIS) and automates the reconciliation of DAFIS balances with local ledger accounts maintained in LUFSS. LUFSS also interfaces with Coast Guard systems such as TMS, DRMIS, IMIS, SCAMP, and STAR which use LUFSS as their financial management and transmission vehicle.

LUFSS NT will be the Coast Guard's SWIII compatible version and will include enhanced simplified acquisition and funds management capabilities.

LUFSS is the Coast Guard's mandated procurement and funds management tool. LUFSS is instrumental in automating the Coast Guard's procurement, accounting, and funds management process. Without LUFSS or similar tools, Coast Guard financial management would rely on manual or semi-automated processes of variable integrity.

IBUDS/AFTS  
The Integrated Budget Development System (IBUDS) is a software program that supports the Coast Guard budget process for the Operating Expense appropriation by providing automated support for receiving and processing Resource Change Proposals (RCPs), generating and submitting Coast Guard budget from development of the Congressional Stage budget through the Operational Stage budget, distributes the Congressionally approved budget to the Administrative Target Units (ATUs) and generates spend plans. The Automated Funds Transfer System (AFTS) is an automated tool used to process funds transfers within the Coast Guard, distributing initial Operating Expense funding to Coast Guard operating elements after the funding process is completed and managing funding transfers that occur during budget execution.

IBUDS was created to combine planning, programming, and budgeting functions into a single automated, streamlined system for managing Coast Guard OE Appropriated Funds of \$2.7 billion annually. IBUDS has automated, simplified, and standardized the entry of ATU budget item requests and decreases the time required for the funds transfer process. The system eliminates the need for re-keying and reconciliation of funding documents between offices. It also reduces the need for telecommunications by providing a capability for batch processing of updates to DAFIS. AFTS was developed to replace the manual preparation and tracking of Financial Transfer Authorizations (FTAs) and Change in Financial Plans (CIFPs). Additionally, AFTS is used to distribute funding information generated through IBUDS to Coast Guard field units. line

IBUDS provides ATU and Headquarters financial managers with a system for administering their funds more effectively and efficiently. It also provides a historical database for tracking budget information over several years. IBUDS provides a means to track budget requests for the OE Appropriation within a central database and is accessible through the Coast Guard local area network. The system will increase the efficiency and accuracy of the process further through improved source data entry (one-time entry which reduces errors), use of one standard form for all funds transfer types, automated distribution of funding documents, use of a standardized numbering system for all funding documents, and through a further enhanced capability for automated research and reconciliation of documents. AFTS will be enhanced to include the

capability to manage other appropriations and will be integrated with the Large Unit Financial System (LUFS) and IBUDS.

IBUDS VER 2.0 presently runs on CGSWII. When the Coast Guard switches to SWIII. IBUDS is planned to be converted to VER 3.0. Funds will be utilized for the conversion which was delivered in August 1997. The additional recurring funding indicated above is to be used for a system maintenance contract and minor software upgrades. AFTS utilizes a central Progress database developed by the Coast Guard. The database is accessible to authorized users across the Coast Guard Headquarters local area network via the Coast Guard Standard Workstation. AFTS has been converted to SWIII. IBUDS and AFTS are strategically planned to link both with each other and with LUFS and DAFIS to support the entire Coast Guard financial management system. In concert, these systems provide a more efficient and accurate means to strategically plan and program Coast Guard resources to meet mission requirements. In FY98-00 the IBUDS/AFTS "applet" will be enhanced to include the other appropriations.

**CONTACT:** Ed Murray, 202-267-0676

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO118	\$2,500	\$1,700	\$1,784

**TITLE:**

FINCEN TOTAL SYSTEM - CFO AUDIT DISCRE ABATEMENT/BPR

**DESCRIPTION:**

The Total System provides the centralized consolidation of the source data collected through the financial desktop. The Total System is built on ORACLE products. The goal of the total system is to provide centralized and integrated data warehouse which support all of the needs of the Coast Guard financial managers.

This projects primary goal is to to correct known and potential CFO audit discrepancies, achieve full compliance with the Chief Financial Officer's (CFO) Act of 1990, and the implement business process reengineering efforts to enhance our financial management capabilities. This includes, but is not limited to data warehousing, property management, CG and DOT financial reporting and financial statement preparation, oracle project and fixed asset accounting, and Oracle financials.

**CONTACT:** Ed Murray, 202-267-0676

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO119	\$0	\$1,365	\$765

**TITLE:**

FINCEN TOTAL SYSTEM - INTEGRATION OF THE CONSOLIDATING SYSTEMS

**DESCRIPTION:**

The Total System provides the centralized consolidation of the source data collected through the financial desktop. The Total System is built on ORACLE products. The goal of the total system is to provide centralized and integrated data warehouse which support all of the needs of the Coast Guard senior financial managers.

### Integration of the Consolidating Systems

This effort is the final step in creating the Total System at FINCEN. This involves the integration of all the financial systems at FINCEN. All accounting, bill paying and asset management systems will be integrated. As well as source information for CFO/DOT audit purposes.

**CONTACT:** ED MURRAY, 202-267-0676

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO121	\$2,000	\$2,000	\$1,000

**TITLE:**

FINCEN TOTAL SYSTEM - REMOTE IMAGING SYSTEM-DATA WAREHOUSE

**DESCRIPTION:**

The Total System provides the centralized consolidation of the source data collected through the financial desktop. The Total System is built on ORACLE products. The goal of the total system is to provide centralized and integrated data warehouse which support all of the needs of the Coast Guard financial managers.

### Remote Imaging System-Data Warehouse

This effort complements the previous project to rectify CFO discrepancies. This initiative will provide the software and hardware for the field to process the information directly to the FINCEN. It will also provide the means for the field to have remote access into the FINCEN. This project will provide the system by which the data warehouse is populated and accessed.

**CONTACT:** Ed Murray, 202-267-0676

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO122	\$13,391	\$10,910	\$10,252

**TITLE:**

FINCEN TOTAL SYSTEM (FIRM)

**DESCRIPTION:**

The Total System provides the centralized consolidation of the source data collected through the financial desktop. The Total System is built on ORACLE products. The goal of the total system is to provide centralized and integrated data warehouse to include Accounts Receivable, Assets, Accounts Payable, Purchasing, General Ledger and ORACLE Financials which support all of the needs of the Coast Guard financial managers.

### FIRM

The Finance Center IRM System (FIRM) provides the Coast Guard with a consolidated accounting and paying office. Savings accrue through the consolidation of one central billing office to accomplish accounting and payment transactions for the Coast Guard. FINCEN systems such as the Payment History System (PHS), Production Control System (PCS), Change Image Processing System (CHIPS), Workflow Imaging Network System(WINS) and Consolidated Billing System (CBS) enable the Coast Guard to electronically process and track field financial transactions and vendor invoices. CHIPS is a paperless process that electronically receives and processes incoming LUFs batches from the field for input into

DAFIS and routing into the Voucher Examination Module for matching with vendor invoices prior to payment. The Imaging System will allow multiple users to interactively retrieve, control, and process financial and correlating source data and nearly eliminate the need to manually manipulate paper source documentation. The Debt Management and Collection System (DMACS) is a commercial off the shelf system that will enable the Finance Center to better manage the Coast Guard's accounts receivable.

The Coast Guard's business processes have been improved through the development of a successful and growing electronic commerce program for electronic invoice billing. The electronic credit card payment program has been successfully expanded to Federal Highways Administration, Federal Transit Authority and Defense Commissary Agency. The FINCEN's Rapid Electronic Data Interchange Method System (FREDIM) is capable of handling Electronic Data Interchange (EDI) data and is being upgraded to handle additional vendor invoices. By streamlining the payment process and eliminating manual intervention through implementation of the Imaging System, the Coast Guard will benefit by resource savings and lower interest penalties. The system will improve interagency billings, EDI network connectivity and data storage/retrieval. This will increase internal and external user efficiency while allowing the FINCEN to better serve its customers, achieve efficiencies and reduce overhead. Coast Guard will realize a minimum annual reduction of \$75K in small purchase interest penalties and a minimum of \$50K increase annually in discounts and expected to realize a minimum FTE reduction of ten. The Debt Management and Collection System (DMACS) Project will reengineer the Coast Guard debt management and collection business processes, including the correction of over 30 major accounts receivable deficiencies that currently exist in DAFIS. It is expected to result in an estimated \$1.2M in tangible savings. Intangible savings to the Coast Guard will be more accurate records, faster and more frequent billing, more timely and accurate data, and numerous customer improvements such as customizable dunning and billing letters.

The primary place of operations is FINCEN. Coast Guard managers at the Areas, Maintenance and Logistics Commands, Districts, and Headquarters have, or will have, access to the FINCEN's transactional data. Coast Guard field units provide data to the FINCEN via the Large Unit Financial System (LUFS). The FINCEN computer systems communicate within the FINCEN over a local area network. External communications are via the ADTN2000, FAA managed network, X.25 link to the Department of Transportation mainframe in Plano, Texas. Additionally, the FINCEN operates several local systems on the Unisys, HP and VAX suites of hardware. FY98 will be the fourth year of the four-year IT project to replace its outdated proprietary systems with powerful, scalable open system hardware and software. Currently, the bulk of the hardware and software purchases are completed or are on order. Migration is expected to be completed during FY98.

FIRM is strategically planned to link with the following IT initiatives:

1. EC/EDI - a pilot test has been implemented at the FINCEN
2. LUFS/LUFS NT - LUFS data is transmitted to the FINCEN and processed through the CHIPS system

3. Full implementation of the FINCEN Imaging System is scheduled for completion during the first quarter of FY98. The imaging prototype was successfully completed and demonstrated in July of 1999.

**CONTACT:** MIKE BUTLER, 757-523-6825

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO123	\$583	\$1,288	\$1,073

**TITLE:**

HC-130 SENSOR UPGRADE

**DESCRIPTION:**

Procure and install a palletized system containing a FLIR, SATCOM, and Airborne Tactical Workstation (ATW) on 12 HC-130 aircraft. Modify all other HC-130 aircraft to accept the palletized system.

**CONTACT:** CDR O'CONNER, 202-267-1568

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO124	\$2,705	\$205	\$205

**TITLE:**

HC-130 LONG RANGE SEARCH AIRCRAFT AN/APS-135 SIDE LOOKING RADAR (HC-130 SLAR)

**DESCRIPTION:**

The AN/APS-135 is an X-band, Side-Looking Airborne Radar (SLAR) used for the detection of ships and boats for search and rescue, and law enforcement, surface contaminants such as oil, and ice patrol in the North Atlantic. Apart from the position of the antennas, the system is virtually identical to the HU-25B AIREYE AN/APS-131. The aircraft installation consists of seven main subassemblies: antennas, antenna switching unit, receiver/transmitter, synchronizer, amplifier, recorder/processor/viewer and control unit.

The antenna unit consists of two pods mounted either side of the aircraft to provide an unobstructed view, each containing a 16 ft (4.88m) horizontally polarized slotted wave-guide array. In flight the arrays are yaw-stabilized to preserve the radar picture quality. The remaining equipment is mounted on a pallet inside the aircraft for easy removal. The synchronizer provides radar timing and control functions and, based on inputs from the aircraft inertial navigation system, creates latitude and longitude lines for display on the radar imagery. The receiver/transmitter contains the magnetron and low-noise receiver. The antenna switching unit directs the radiated power to the left or right antenna.

The recorder/processor/viewer contains the components necessary to create the film imagery. Video data is impressed on the film by applying it to two CRTs as the film is pulled across the CRT faces. Typically, each CRT generates an image of the earth's surface on one side of the aircraft. The dry silver film is developed in near real time.

An area of up to 108 nautical miles (200km) on either side of the aircraft can be mapped when

both arrays are in use and one can be selected if mapping of only one side is required. A range control determines the width of the target area to be mapped and presented on the photo-radar map. This control has four settings corresponding to 13.5, 27, 54, and 108nm (25, 50, 100, and 200 km) wide scans by each antenna. When used in conjunction with the antenna switch to select either left, right or both arrays, maps corresponding to four standard scales can be presented on the display at 1:250,000, 1:500,000, 1:1 million and 1:2 million. Radar and aircraft operational data is annotated on the film.

**CONTACT:** CDR Doug Menders, 202-267-0196

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO125	\$413	\$413	\$413

**TITLE:**

HU-25B AIREYE REMOTE SENSOR SYSTEM (HU-25B AIREYE)

**DESCRIPTION:**

The HU-25B AIREYE will no longer supported after FY 01. The Office of Aviation Forces (G-OCA) has determined that all support and upgrades will be directed toward the C-130 SLAR system, which has similar capabilities.

The HU-25B AIREYE incorporates multi-sensor surveillance systems which are specially designed for long range detection, surveillance, real-time processing, and recording of mission data. These systems are the AN/APS-131 Side-Looking-Airborne-Radar (SLAR) and the RS-18C Infrared/Ultraviolet (IR/UV) line scanner system.

The SLAR system provides real-time surface and terrain mapping with an automatic data annotation system (ADAS) resulting in a geo-referenced map-like display recorded onto translucent dry silver film. The system radiates a narrow beam RF pulse and receives, amplifies, and detects any target in the returning pulse. The synchronizer generates the SLAR system's timing, latitude and longitude lines and range marks, ADAS data, and film speed signal. The AN/APS-131 also incorporates a built-in-test which is generated from the synchronizer.

Operation of the RS-18C IR/UV line scanner consists of receiving, detecting, and converting infrared and ultraviolet energy into electrical energy. This is accomplished by using a scanner that rotates at a speed of 5,000 rpm (revolutions per minute). Its effective operating altitude ranges from 500 to 35,000 feet, with optimum coverage 1,090 and 5,000 feet.

The RS-18C interfaces with the digital interface unit (DIU) and sensor computer through the scan converter. Data is displayed on the multi-purpose display after computer processing and recorded onto a super VHS recorder.

The RS-18C is controlled via the IR/UV control panel which provides the controls and indicators necessary to operate the IR/UV system and monitor the system's status during operation.

Because of the AIREYE system's age, obsolescence, and problems associated with its

supportability, the Coast Guard is in the process of an upgrade. The original system was fielded in the early 1980's and many of the parts are no longer available. Additionally, the dry silver film which the SLAR uses for its display and recording of sensor data is now longer being manufactured.

**CONTACT:** CDR Doug Menders, 202-267-1839

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO126	\$1,400	\$600	\$400

**TITLE:**

VHF-FM DES TRANSCIEVER RADIO REPLACEMENT PROJECT (MCX-1000 REPLACEMENT)

**DESCRIPTION:**

This project intends to replace MCX-100 and MCX-1000 panel mounted VHF-FM Digital Encryption Standard (DES) radios. MCX-1000 radios are no longer manufactured and are reaching the end of their serviceable life. Due to the diminishing supply of spare parts, these radios are becoming increasingly difficult and costly to support. Federal mandates to transition from 25khz bandwidth to 12.5khz narrow bandwidth channels to optimize spectrum usage also drive the need to replace these radios.

These radios are the primary means of operational short range communications at all units from Small Boats through 378' WHEC cutters and shore units. This procurement is closely linked with the ongoing MX-300R replacement project. Poor voice quality of existing radios negatively impacts command and control. The identified Astro Digital Spectra (MCX-1000 replacement) radio is interoperable with existing handheld and panel mount transceivers. In addition, the Astro Spectra (MCX-1000 replacement) radio provides improvements in operational range with protected communications and enhanced voice clarity when utilized with the Astro Saber (MX-300R replacement) handheld radios.

This project has identified the Astro Saber 1R as a compatible replacement radio and procurement is ongoing. Fielding plans have provided replacement radios to those units with critical operational mission requirements. The Coast Guard Yard has developed installation plans.

These radios provide vital protected communications during law enforcement boardings and other operations. These communications between deployed boarding or Law Enforcement teams and small boats require this protection. A lack of funding will preclude protected radio communications wherever and whenever needed.

The scope of this project has been reduced to shipboard radios only. It is anticipated that this will allow the Coast Guard to support these radios at shore units until they are replaced as part of the National Distress System Modernization.

**CONTACT:** Mr. Tom Chirhart, 202-267-2820

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO127	\$0	\$0	\$16,700

**TITLE:**

SENSOR UPGRADE FOR MARITIME PATROL AIRCRAFT (MPA)

**DESCRIPTION:**

Procure and install a FLIR, Airborne Tactical Workstation (ATW) and surface search radar in Coast Guard Marine patrol Aircraft.

**CONTACT:** CDR Vince Sedwick 202-267-1556

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO128	\$5,650	\$9,700	\$21,100

**TITLE:**

PORTS AND WATERWAYS SAFETY SYSTEM (PAWSS)

**DESCRIPTION:**

Vessel Traffic Service (VTS) is a configuration of sensors, communication links, personnel, and decision support tools that allow the Coast Guard to monitor ports and disseminate information. Through the PAWSS project, the Coast Guard has adopted a process to determine if a port should have a federal presence in a VTS to achieve a desired level of safety. This is a process in which extensive user-Coast Guard consultation determines the appropriate safety measures to be implemented. The first ports identified through this process for a new VTS installation are New Orleans, LA and Prince William Sound, AK. Additional ports may be identified through dialogue with local representatives for both new installations and retrofit in places that already have a Coast Guard VTS. PAWSS will modernize and expand VTS systems using state-of-the-market components, open architecture, and modular design techniques for ease of insertion of new technology and to accommodate planned future improvements such as the use of Automatic Identification Systems (AIS). The system shall have a standard core set of functions basic to each port, with add-on modules to meet unique port requirements. Schedule, cost effectiveness, and configuration management to maintain system cohesion and standards will be emphasized.

Existing VTS systems provide limited centralized control capability and can no longer effectively accommodate changing requirements without major modifications. The increased size of vessels being managed, increased port congestions, and heightened public sensitivity to the threat of environmental pollution from hazardous materials necessitate an automated, centralized control system. The Port Needs Study articulated the direct benefits of such a VTS in terms of avoided vessel casualties and consequences such as loss of human life, cargo loss, spill clean up costs, environmental impact and property damage. VTS will facilitate commerce by providing the selected ports with a safe, technologically advanced, and efficient system for managing commercial vessel traffic. It will promote environmental protection and safety at sea to reduce pollution, accidents and their associated cost. PAWSS will lead the way toward the development of a national port and waterway system. It will enhance and extend the Coast Guard's leadership in a National Waterways Management role.

FY99 and FY00 funds will be used for system installation and testing; site surveys, acquisition and construction; audits, assessments and reviews of the system; hardware and software.

**CONTACT:** CAPT R. G. ROSS, Phone: 202-267-0731

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO129	\$2,288	\$3,860	\$4,650

**TITLE:**

SWITCHED VOICE REPLACEMENT PROJECT (SVRP)

**DESCRIPTION:**

SVRP is a project that makes strategic investments in the Coast Guard's telecommunications infrastructure for voice/data switched equipment. The switched voice replacement initiative will establish a centrally funded and managed acquisition process for replacing the obsolete, uncapitalized base of Private Branch Exchanges (PBXs) Coast Guard-wide.

The SVRP initiative will replace obsolete, insupportable Private Branch Exchanges (PBXs). PBX systems are essential components of the Coast Guard's telecommunications infrastructure and support ALL mission areas and business processes. PBXs provide cost-effective voice communications capability to CG units and connections to the Public Switched Telephone Network, including FTS2000.

Strategic investments in the Coast Guard's telecommunications infrastructure for state-of-the-art digital voice/data switching equipment will result in a forward migration to new network technologies such as ISDN and ATM. SVRP will support improved business practices such as management of FTS calling costs. Voice communication is essential to day-to-day Coast Guard operations, all mission areas and business processes.

**CONTACT:** LT Kelly Osborne, 202-267-1252

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO130	\$1,500	\$1,500	\$1,500

**TITLE:**

SENSOR TECHNOLOGY EVALUATION (formerly identified as WHEC/WMEC SHIPBOARD SENSORS)

**DESCRIPTION:**

R&D on various wide area sensing technologies available. At present, high endurance cutters (WHECs) and medium endurance cutters (WMECs) are not adequately equipped to detect, classify, sort or identify potential targets of interest (TOI) from stand-off ranges, especially in low- or no-light conditions. The most critical mission level sensor gaps as presented in section 9.5.1.2 of the C4I Baseline Architecture, include the following:

- The limited ability to detect suspect vessels offshore, particularly in high threat areas related to transit routes and approaches to ports.
- The general lack of stand-off surveillance capabilities from mobile assets, including the ability to sort and classify TOIs at extended ranges, and/or over the horizon.
- The lack of capability to detect small or low profile platforms such as small wooden or

fiberglass vessels particularly at night.

Absence of these capabilities forces our ships to spend a substantial part of each cutter day maneuvering to classify an/or identify each vessel encountered in order to determine the contact's status as a TOI. The time and fuel wasted during such inefficient maneuvering could better be used in targeting priority TOIs to board at sea. G-OCC has acknowledged the criticality of this capability shortfall by placing this issue in their Phase I, High Urgency timeline of C4I needed improvements. The new Surface Search Radar will not provide the mission specific capabilities noted above.

**CONTACT:** LCDR Coffey 202 267-6012

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO133	\$643	\$672	\$672

**TITLE:**

NAVIGATION SYSTEMS INFORMATION DISSEMINATION NETWORK (NSIDN)

**DESCRIPTION:**

The USCG Navigation Center (NAVCEN) uses Information System resources (several networked microcomputers and two Control Station systems) to provide Navigation Information Services worldwide. The Networked microcomputers form the Navigation Systems Information Dissemination Network (NSIDN) and provides Navigation information via HTTP, FTP, SMTP, LISTSERVER, and DBMS services. Information currently provided includes the Radionavigation services that include LORAN and Radio Beacons, the Global Positioning System (GPS), Differential GPS (dGPS), Local Notice to Mariners (LNM), Marine Communication, and Civil GPS

Service Interface Committee (CGSIC). The Command and Control segments for the Coast Guard dGPS service and the LORAN Consolidated Control Service (LCCS) are also operational at NAVCEN. Both dGPS and LCCS use microcomputers extensively for Control Station and Remote broadcast equipment communications and the analysis of collected system data to validate the services performed. These systems are supported and maintained outside the NAVCEN and only the personnel cost associated with providing information to the NSIDN is

**CONTACT:** HENRY MCMANUS, 703-313-5842

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO134	\$1,200	\$1,200	\$1,200

**TITLE:**

Aviation Repair & Supply Center - Aviation Computerized Maintenance System (ACMS)

**DESCRIPTION:**

The Coast Guard maintains a Management Information Services Division at the Aircraft Repair and Supply (ARSC) in Elizabeth City, NC. This facility supports and maintains the Aircraft Computerized Maintenance System (ACMS). This system provides maintenance documentation and configuration management for a fleet of over two hundred Coast Guard aircraft.

ACMS provides full aircraft maintenance tracking, maintenance requirements definition,

projections of maintenance due, records of maintenance performed, actual aircraft configuration including part numbers and serial numbers, consumable and hazardous material usage, and allows analysis of maintenance effectiveness. ACMS is the primary tool used by ARSC and all Coast Guard Air Stations to schedule and track aircraft maintenance and document aircraft

**CONTACT:** LCDR T. Wyman, 919-335-6165

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO135	\$1,700	\$500	\$0

**TITLE:**

Personnel Management Information System/Joint Uniform Military Pay System (PMIS/JUMPS)

**DESCRIPTION:**

PMIS/JUMPS is the Coast Guard's military personnel and payroll system. It provides military pay for active, reserve, retirees, and annuitants. This system allows for the continued operation of the Coast Guard's Military Pay and Personnel Information System. PMIS/JUMPS II will replace this system.

**CONTACT:** David Swatloski, 202 267-2096

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO139	\$2,000	\$0	\$5,000

**TITLE:**

DELPHI (Does not include Oracle Financials)

**DESCRIPTION:**

The Department of Transportation is the owner of the core accounting system (currently DAFIS) for all operating agencies under DOT (including USCG). DOT is in the process of replacing the core accounting system with an oracle-based COTS solution (which shall be called DELPHI). The objective is to integrate the USCG system with the new DOT Delphi system.

**CONTACT:** Larry Porter 202-267-1257

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO144	\$0	\$0	\$500

**TITLE:**

DIGITAL VOICE RECORDER (DVR) REPLACEMENT PROJECT (Stancil)

**DESCRIPTION:**

This recorder will fulfill requirements to record voice and data communications as required. It's particular use is requirements driven, dependent on mission needs, and primarily installed at operational units requiring immediate re-play of recordings as received via radio or telephone. This recorder is the Digital Voice Recorder replacement project for the existing STANCIL recorder, and other known recording systems throughout the Coast Guard. The intention of this replacement project is to distribute a standard recording device throughout the Coast Guard. Manufactured by Advanced Digital Systems, and identified as the RD-681A/UNH,(CELB-RD-681A/UNH) Digital Voice Logger. The RD-681/UNH is the Coast Guard version of the U.S. Navy RD-674/UNH, a recorder with options not required by the Coast Guard.

**CONTACT:** Mr. T. Chirhart, 202-267-2820

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO147	\$0	\$140	\$464

**TITLE:**  
CEDS NT

**DESCRIPTION:**

CEDS NT is a set of integrated management tools used to track and assist management of several Coast Guard Civil Engineering Program areas such as Real Property, Major and Minor AC&I construction, and Maintenance projects, scheduling, and documentary support for disposals, acquisitions, and contract management.

**CONTACT:** Jim Sylvester (202)267-1946

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO151	\$457	\$287	\$300

**TITLE:**  
HOUSING MANAGEMENT INFORMATION SYSTEM WEB

**DESCRIPTION:**

HMIS WEB IS USED TO TRACK THE INVENTORY, COSTS, OCCUPANCIES AND VACANCIES OF CG LEASED, OWNED, BARRACKS AND ISSA HOUSING. IS ALSO USE TO PREPARE ALL FINANCIAL DOCUMENTS FOR LEASE PAYMENTS AND MODIFICATIONS AT FINCEN

**CONTACT:** FRAN PETERS, 202 267-2228

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO152	\$0	\$35,500	\$35,500

**TITLE:**  
Standard Workstation Infrastructure Recapitalization and Sustainment

**DESCRIPTION:**

The Standard Workstation Infrastructure of microcomputer hardware, software and local area network equipment must be replaced on a cyclical basis to meet the CG's administrative and operation computing needs. The Standard Workstation Infrastructure Management (SWIM) Plan provides the strategy for maintaining and supporting the baseline of Standard Workstation III equipment, while also recapitalizing/modernizing the equipment on a lifecycle basis. The SWIM Plan identifies a server replacement rate of 3 years, with a workstation and local area network replacement rate of 4 years to enable the CG to keep pace with the rapid rate of technological change. In addition to the recapitalization of the infrastructure, the SWIM Plan details the strategies for supporting and maintaining the existing base of 28,000 servers and

**CONTACT:** Patricia Thompson 202-267-1323

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO154	\$0	\$200	\$1,000

**TITLE:**

Waterway Management Decision Support Toolkit (WWM DST) (WET)

**DESCRIPTION:**

For \$1.8 million, R&D developed a Waterway Management Decision Support Toolkit System, including a Waterway Evaluation Tool (WET), for assessing waterway performance and risk based on Safety, Mobility, Protection of Natural Resoucre, National Defense and Maritime Security.

The proposed system is defined as a waterways management toolkit that supports data collection from multiple sources, standardization of data for consistent use in analysis, readily available data retrieval and access to integrated risk assessments and analysis processes by waterway managers. The Waterway Evaluation Tool (WET) within the proposed system will produce a quantification of the waterway's performance relative to the strategic focuses of Safety, Mobility, Protection of Natural Resources, Maritime Security, and National Defense. The system will support effective waterway management decisions through systematic identification of risk inducing factors, selection of appropriate mitigation measures, and comparison of alternative actions both within and between waterways.

**CONTACT:** LTJG Wysock 7-2788 or Mike Sollosi 7-1539

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO158	\$0	\$0	\$5,000

**TITLE:**

Web Enable Financial & Procurement Applications

**DESCRIPTION:**

This project is to web enable current client-server financial and procurement applications (Large Unit Financial System (LUFS-NT), Integrated Budget Development System/Automated Funds Transfer System (IBUDS/AFTS-NT), and the Contract Information Management System (CIMS)). These applications were all approved and developed in the client-server architecture as per previous CIO direction. CIO has now moved towards a web based architecture.

**CONTACT:** Ed Murray (202) 267-0676

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO159	\$150	\$500	\$500

**TITLE:**

Contract Information Management System

**DESCRIPTION:**

Contract Information Management System (CIMS)is a single formal contracting information system for the Coast Guard. CIMS re-engineers and automates the procurement process into a single, integrated, comprehensive procurement system capable of sustaining all levels of procurement from simplified acquisitions through major systems acquisitions. CIMS links acquisition reform and common Coast Guard procurement business processes with commercial best practices and advances in electronic commerce. CIMS is critical to the Coast Guard meeting the requirements of the Federal Government Strategic Plan for EC Purchasing and Payment and supporting the DOT's 21st Century Business Processes Flagship Initiative.

**CONTACT:** Pam Campbell (202) 267-1165

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO160	\$0	\$0	\$4,902

**TITLE:**

DOD Command, Control, Comms, Computer, & Intelligence (C4I) Interoperability

**DESCRIPTION:**

This project will provide internet protocol based communications capabilities to meet US Navy IT-21 guidelines, positioning the Coast Guard to meet impending changes in the DOD data communications environment. Funding will be used to provide shoreside infrastructure to support this communications system throughout the Coast Guard and to place systems aboard three icebreaking cutters (two in FY02). OE Portion: Provide engineering, technical, training, logistics support & personnel to maintain operate MILSATCOM/IT-21 systems. Lease 3 full-time INMARSAT channels required by deployed cutters to conduct defense ops with USN. (RPs #328 & #339) NOTE: costs are indefinite, and are changing in conjunction with Deepwater scope/plans. OE costs (type B) are assumed to be recurring, so are only listed in year 2002.

**CONTACT:** LT K Bishop 202/267-2604

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO163	\$0	\$0	\$1,957

**TITLE:**

Command Center Readiness & Infrastructure Recap.

**DESCRIPTION:**

This project will improve and standardize command and control tools at Area, District and Section command centers, providing funds for a front-end analysis to develop training, hardware/software deployment and command, control, communications, computer and information system integration strategies. It also funds the expansion of data networking connectivity as well as the deployment of robust processing hardware and integrated decision support tools. (Fy02RPs 332/333)

**CONTACT:** LCDR Coffey 202/267-6012

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO164	\$0	\$750	\$1,095

**TITLE:**

Self Locating Datum Marker Buoy (SLDMB)

**DESCRIPTION:**

Field & operate Self Locating Datum Marker Buoy system, including approx 250-300 SLDMB replacements, contracted satellite data transmission, logistics and engineering support, and database management. FY01 C-Stage contains initial purchase of approx 300 SLDMBs. Deployed from CG aircraft and vessels, SLDMBs will provide near real-time surface current data for improved search and rescue planning, as well as oil spill trajectory predictions, tracking of drifting contraband and relocation of migrant craft.

**CONTACT:** LCDR Coffey 202/267-6012

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO166	\$0	\$0	\$7,674

**TITLE:**

Military Satellite Communications (MILSATCOM)

**DESCRIPTION:**

Installs an LST-5D Military Satellite Communications (MILSATCOM) system on the 24 "Northern Tier" 110-foot patrol boats (WPBs) that lack MILSATCOM capability, establishes a spare inventory of 7 MILSATCOM units in the electronics repair system, and provides a system for engineering support work. MILSATCOM installations on the 25 other "Southern Tier" 110-WPBs were initiated with FY 1998 funding and completed with FY 1999 supplemental funding. The project also provides a spare LST-5D MILSATCOM transceiver for 16 210-foot medium endurance cutters (WMECs), and 1 operational and 3 spare transceivers for MATURE class cutters.

**CONTACT:** ETCS Pfautz 202/267-1054

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO167	\$2,090	\$1,200	\$1,200

**TITLE:**

SUPPLY CENTER COMPUTER REPLACEMENT (SCCR)

**DESCRIPTION:**

THE SCCR PROJECT WAS INITIATED TO ADDRESS THE INFORMATION RESOURCE MGMT NEEDS OF THE COAST GUARD SUPPLY CENTERS AT CURTIS BAY, MD AND BROOKLYN, NY BY REPLACING AGING COMPUTER HARDWARE (PRIME AND BRITTON LEE) AND OUTDATED MGMT INFORMATION SYSTEMS CONSTRUCTED LARGELY IN COBOL. THE SCCR PROJECT WAS INITIALLY INCLUDED UNDER AN UMBRELLA PROJECT KNOWN AS SYSTEMS TO AUTOMATE AND INTEGRATE LOGISTICS, OR SAIL, AND WAS LATER TRANSITIONED TO G-AFL AS PART OF THE FLEET LOGISTICS SYSTEM (FLS) MAJOR ACQUISITION PROJECT. IN FY98 THE SCCR PROJECT WAS REMOVED FROM THE FLS ACQUISITION FOR COMPLETION BY THE PROJECT SPONSOR, G-SLS.

DURING THE PERIOD OF THIS PROJECT, COAST GUARD STREAMLINING EFFORTS RESULTED IN THE CONSOLIDATION OF THE TWO SUPPLY CENTERS INTO A SINGLE ENGINEERING AND LOGISTICS CENTER (ELC) LOCATED AT THE COAST GUARD YARD IN BALTIMORE, MD. CONSEQUENTLY, THE SYSTEM RESULTING FROM THE SCCR PROJECT, WHEN LINKED WITH THE FLEET LOGISTICS SYSTEM (FLS), WILL SUPPORT THE INFORMATION PROCESSING NEEDS OF THIS ELC, WHICH INCLUDES SUPPLY, MAINTENANCE, AND CONFIGURATION MANAGEMENT SUPPORT FOR COAST GUARD CUTTERS AND STANDARD BOATS. THE SYSTEM RESULTING FROM THE SCCR PROJECT WILL ALSO SUPPORT THE FINANCIAL MANAGEMENT SYSTEM FOR THE COAST GUARD YARD, THE COAST GUARD'S ONLY SHIP CONSTRUCTION AND REPAIR FACILITY, WHICH SERVES AS HOST COMMAND TO THE ELC.

**CONTACT:** LCDR BROOKS MINNICK, 202-267-6812

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO168	\$0	\$0	\$800

**TITLE:**

Thirteenth District Microwave Modernization Project

**DESCRIPTION:**

Upgrade the existing Coast Guard owned and operated microwave communications network in Oregon and Washington, consisting of 19 microwave paths with communication signals ranging from telephone, UHF and VHF-FM voice communications used for search and rescue, law enforcement, and vessel traffic service in Puget Sound. CGDN and National Oceanographic Administration (NOAA) circuits also utilize this system. The system is currently made up of analog microwave links in the 1.7 to 2 GHz band. Per the Omnibus Budget Reconciliation Act of 1993, and Department of Commerce Spectrum Reallocation Final Report of 1995, the CG must relinquish the 1.7 to 1.8 GHz band by January 2004. CG will meet this mandate utilizing a hybrid solution of microwave and leased landlines, providing the most capability while remaining cost effective. This three-year effort provides infrastructure upgrades, equipment purchase and installation, and costs for transitioning from the existing analog microwave to the hybrid microwave/leased landline solution.

**CONTACT:** LT Vogt 202.267-1348

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO169	\$0	\$0	\$7,500

**TITLE:**

Hawaii Rainbow Communications System Modernization

**DESCRIPTION:**

This initiative will fund an upgrade the existing Hawaii Rainbow Communications System, which provides VHF-FM connectivity throughout the Hawaiian Islands to both federal and state agencies. The Hawaii Rainbow Comms System is a unique Federal/State multi-agency partnership, comprised of U.S. Customs Service (USCS), U.S. Coast Guard, U.S. Drug Enforcement Agency (DEA), and three State of Hawaii agencies. The federal agencies provide the funding to support the system, while the State agencies provide land and facilities. This project will fund the Coast Guard's one-third share (\$7.5M) of the total system modernization cost, estimated to be \$22-25M. U.S. Customs Service in the lead agency for the Hawaii Rainbow Comms System and will coordinate acquisition and installation of equipment.

**CONTACT:** LT Vogt 202.267-1348

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO170	\$90	\$90	\$90

**TITLE:**

Industrial Management System (IMS)

**DESCRIPTION:**

COLLECTS JOB COST AND PROJECT INFORMATION FOR COAST GUARD INDUSTRIAL SUPPORT ACTIVITIES.

**CONTACT:** LT J REILLY, 202-267-6013

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO172	\$0	\$0	\$1,675

**TITLE:**

Readiness Management System (RMS)

**DESCRIPTION:**

Overarching Coast Guard-wide Readiness Management System (RMS) that will integrate existing databases (2) components for one of the databases to be integrated, the U.S. Navy's TYCOM Readiness Management System (TRMS), which will be used by Coast Guard units reporting readiness.

**CONTACT:** LCDR James Marchese

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO174	\$0	\$0	\$504

**TITLE:**

Differential Global Positioning System (DGPS)

**DESCRIPTION:**

DGPS has become a critical component of the nation's radionavigation system and greatly enhances the safety of navigation along the coasts, in harbors and rivers. It has become the exclusive mechanism for setting the majority of the aids to navigation for which the CG is responsible. It is critical that adequate operations and maintenance funding be provided to ensure continued operation of the DGPS System and the upgrade/refurbishment of the equipment used in this system at the end of its 8-10 year life-cycle. A recently completed field support analysis indicates that current operating expense funding to MLCP, MLCA, ELC, and C2CEN are not adequate to maintain the system. In addition, recapitalization funding for some of the equipment was never included in the AFC 42 base. Without this funding it will not be possible to replace the equipment at the end of its life cycle. FY02 RP 301 "DGPS Follow-On" would provide adequate maintenance and recapitalization funding.

**CONTACT:** CDR Curt Dubay 202/267-0281

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO175	\$0	\$1,500	\$1,400

**TITLE:**

Search and Rescue (SAR) Capabilities Computer Applications

**DESCRIPTION:**

Coast Guard Search and Rescue (SAR) capabilities enhanced through SAR computer application upgrades and an open architecture that allows for any future technological improvements. FY02 Resource Proposals 321 & 322.

**CONTACT:** Rich Schaefer 202/267-1089

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
USCG	USCGO178	\$0	\$0	\$870

**TITLE:**

Surface Search Radar Software Support

**DESCRIPTION:**

The Raytheon SPS-73 Surface Search Radar (SSR) is replacing the SPS-64 SSR. A Cost Benefit Analysis (CBA) revealed that the 64 radar had a Mean Time Between Failures (MTBF) of only 400 hours and was becoming unsupportable. The SSR radar has an advertised MTBF of 4000 hours. Unlike the SPS-64 radar, the SSR radar is computer based, with a proprietary operating system owned by Raytheon. As with all computer-based products, software upgrades and revision will be required to correct bugs and problems found during operation and to enhance performance if required by mission requirements. These updates will require either sole-source development through Raytheon or open competition, significantly increasing support costs that were not a part of the original hardware-only 64 radar design. This project provides support funds to continue software upgrades and revisions for the SSR.

**CONTACT:** LT Kevin Knutson (202) 267-1248