
What We Do:
• Centralized Management for All Assigned Army Aviation Programs
• Full Life-Cycle Management of Assigned Systems
• Improve Interoperability
• Enhance Reliability and Safety
• Maintain Combat Overmatch thru Recapitalization & Modernization

What We Manage:
• Eight Project Offices
• Two Major Initiatives:
  Support to OND/OEF and Fixing Army Aviation

The Magnitude:
• $37B over POM years FY 12-16
• FMS Total Case Value FY11 — $5.77B
• 55 FMS Cases — 36 Countries

Providing the World’s Finest Support to the Soldier at Redstone Arsenal
CIO / G6 Organization

Enterprise
- Desktop
- Server

Information Assurance
- Help Desk
- Network

Tactical Systems
- COE / RTSCE
- SWB LWN BC
- CTSF (Ft. Hood)

Special Projects
- Phone / VTC

Budget & Purchasing
- Developers
- Property
Local Economic Impact

Civilian Payroll $295M
(Includes Core, Matrix, Contractor Employees)

Local Contracts $186M

Contracts Rest of Alabama $62.7M

TOTAL IMPACT $544M
### ACAT Programs by PMO

**Sustainment Programs**

<table>
<thead>
<tr>
<th>Program</th>
<th>Category</th>
<th>ACAT Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Longbow Apache</td>
<td>PM Apache</td>
<td>2 ACAT I</td>
</tr>
<tr>
<td>AB3A - ACAT ID (Reman)</td>
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<tr>
<td>AB3B - ACAT ID (New Build)</td>
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<tr>
<td>OH-58F Kiowa Warrior</td>
<td>PM ASH</td>
<td>1 ACAT II</td>
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<tr>
<td>Cockpit and Sensor Upgrade Program (CASUP)</td>
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<tr>
<td>Armed Aerial Scout AoA in Process</td>
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<tr>
<td>OH-58D Kiowa Warrior</td>
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</tr>
<tr>
<td>CH-47F</td>
<td>PM Cargo</td>
<td>1 ACAT I</td>
</tr>
<tr>
<td>CH-47D Helicopter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CH-47F – ACAT IC</td>
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<td></td>
</tr>
<tr>
<td>CH-47D</td>
<td>PM Utility</td>
<td>2 ACAT I</td>
</tr>
<tr>
<td>LUH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LUH – ACAT IC</td>
<td></td>
<td></td>
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<tr>
<td>UH-60M – ACAT ID</td>
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<tr>
<td>UH-60A/A/L RECAP</td>
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<tr>
<td>RQ-7B UAS Shadow</td>
<td>PM UAS</td>
<td>1 ACAT I</td>
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<tr>
<td></td>
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<td></td>
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<tr>
<td>MQ-1C UAS Gray Eagle</td>
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<tr>
<td>RAVEN UAS</td>
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<td></td>
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</tr>
<tr>
<td>One System Remote Video Terminal (OSRVT)</td>
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</table>

**Air Traffic Control**

<table>
<thead>
<tr>
<th>System</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobile Tower System (MOTS)</td>
<td>ACAT III</td>
</tr>
<tr>
<td>National Airspace System (NAS)</td>
<td>USAF ACAT 1C</td>
</tr>
<tr>
<td>DoD Advanced Automated Systems (DAAS)</td>
<td>US Navy ACAT 1D</td>
</tr>
<tr>
<td>Digital Airport Surveillance Radar (DASR)</td>
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</tbody>
</table>

**AGSE**

<table>
<thead>
<tr>
<th>System</th>
<th>Description</th>
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<tbody>
<tr>
<td>Standard Aircraft Towing System (SATS)</td>
<td>ACAT III</td>
</tr>
<tr>
<td>Shop Equipment Contact Maintenance (SECM)</td>
<td>ACAT III</td>
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</tbody>
</table>

**Aviation Networking & Mission Planning**

<table>
<thead>
<tr>
<th>System</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Aviation Mission Planning System (AMPS)</td>
<td>ACAT III</td>
</tr>
<tr>
<td>Aviation Data Exploitation Capability (ADEC)</td>
<td>ACAT III</td>
</tr>
</tbody>
</table>

**Aviation Mission Equipment**

- JTRS – Army ACAT 1D
- JPALS – Navy ACAT 1D

*AME manages the Army portion of these joint programs.*
Potential Major New Aviation Program

- Congress directed DoD to conduct and Capability Based Assessment to determine the next generation vertical lift fleet for the DoD
- Plan submitted to Congress in August 2010-Family of four classes of vehicles
  - Department needs new family of aircraft beginning fielding in 2025
  - Decision has been made to focus on the Medium Class
    - Army lead/joint participation
- AMRDEC executing major technology demonstration effort to mature key enabling technologies
  - Three configurations-helicopter; compound helicopter; tilt-rotor
  - First flight in FY17
  - Includes mission systems architecture
- Notional schedule for new Program of Record is FY 18
- Target IOC is FY 30--consistent with Aim Point 2030
Over the next 40 years, the Department of Defense will transform the Department-wide vertical lift fleet through the development and fielding of families of next generation, Joint, vertical lift aircraft that provide the advanced capabilities to the Joint force required to meet future operational requirements across the spectrum of conflict.

## Strategic Plan - Time Phased, Fiscal Unconstrained

<table>
<thead>
<tr>
<th>MISSION</th>
<th>SVC</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
<th>2030</th>
<th>2035...2050</th>
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<tbody>
<tr>
<td>Trainer</td>
<td>USA, USN</td>
<td>TH-57B/C</td>
<td>TH-57</td>
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<tr>
<td>Light Attack, Recon, ISR, C²</td>
<td>USMC</td>
<td>OH-58D/KW</td>
<td>UH-72A</td>
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<tr>
<td>MEDEVAC, SOF, SAR, Assault</td>
<td>USA</td>
<td>VH-3/60</td>
<td>HH-60G</td>
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<tr>
<td>Attack, Recon, ISR, C²</td>
<td>USMC</td>
<td>MH-60S</td>
<td>MV-22B</td>
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<tr>
<td>SOF, SAR, Utility, ASW, SUW</td>
<td>USA</td>
<td>CV-22</td>
<td>MH-60R</td>
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<tr>
<td>VERTEXP, MCM, CSAR</td>
<td>USN</td>
<td>UH-1Y</td>
<td>AH-64D</td>
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<tr>
<td>VOD, Cargo</td>
<td>USA</td>
<td>UH-50M</td>
<td>AH-1W</td>
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<tr>
<td>Heavy Lift</td>
<td>USN</td>
<td>AH-12</td>
<td>CVLSP</td>
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<tr>
<td>MCM, SOF, CSAR</td>
<td>USN</td>
<td>CH/MH-47, D/F/G</td>
<td>CH-53D</td>
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<tr>
<td>Assault, MEDEVAC, MVM, Cargo</td>
<td>USMC</td>
<td>CH-53E</td>
<td>CH-53K</td>
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<tr>
<td>Ultra Lift, Transport</td>
<td>USA</td>
<td></td>
<td>CH-53E</td>
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</tbody>
</table>

- **Light Multi Role Tech Development**
- **Medium Multi Role Tech Dev.**
- **Common Systems Development**
- **Heavy Multi Role Tech Dev.**
- **Ultra TD**
- **Continuous Development**
- **Demo**
- **Concept Demonstrators**

Potential: MS A, MS B
Future Vertical Lift (FVL)

FVL describes a family of vertical lift aircraft

Configuration selection candidates

- Tilt Rotor
- Advanced Helicopters
- Compound Rotorcraft
Aviation Data Exploitation Capabilities (ADEC)

Platform PM Fleet Manager
Condition Based Maintenance
GCSS-A
Global Combat Support System – Army

AAL
Automated Aviation Logistics

DSC Data
Wired or Wireless Migration

ACN
Aircraft Notebook

BN Server
JTDI

ADEC
Aviation Data Exploitation Capability

ALE-P
Aviation Logistics Enterprise – Platform

Production Control
Quality Control
Tech Supply
Back Shops
Phase

In Development

Actionable Data

Post-Milestone A

Dashboard
Flight Visualization

Directed Requirement

VSAT

3/7/2012
11
FACE is a one of 3 “enablers“ of the RTSCE CE (along with VICTORY and OIS)

*COE Definition: The Common Operating Environment is an approved set of computing technologies and standards that enable secure and interoperable applications to be rapidly developed and executed across a variety of Computing Environments (i.e., Server(s), Client, Mobile, Sensors, and Platform).

RTSCE is one of 6 “Computing Environments”
RTSCE Strawman Architecture

Real Time, Safety Critical, Embedded (RTSCE) Computing Environment

- Mounted Command Post
- Mobile Handheld
- Cloud Data Center

Future Airborne Capability Environment (FACE)
- SDKs
- Standards
- Interfaces
- Services (Reuse)

Vehicular Integration for C4ISR/EW Interoperability (VICTORY)
- SDKs
- Standards
- Interfaces
- Services (Reuse)

Ordnance Interface Standards (OIS)
- SDKs
- Standards
- Interfaces
- Services (Reuse)
Information Assurance

• Significant challenge for both tactical and enterprise

• DIACAP is a growing effort (ATO / IATO / IATT)

• Certificate of Networthiness (CoN)

• Host Based Security System (HBSS)

• SolidCore
• The Soldier is our #1 Priority
• PEO Aviation is constantly evolving to always meet the needs of the Soldier
• Committed to and reliant upon our Partners