

## SATS

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craft mechanic, Supply will know where the part is every step of the way. We'll know who has handled the part and the actual times that it was delivered to various locations."

The system uses tracking numbers and code labels that can be processed real time from the handheld terminals using radio waves into Supply's computer.

Every step of the way, somebody scans the part and that information is input into the central computer housed at the 437<sup>th</sup> Logistics Group (Bldg. 59).

The supply system handles aircraft parts; individual equipment items like clothing, mobility bags, fuels, and all accountable equipment like test sets and specialized machine tools. The SATS doesn't handle mobility bags and fuel.

Other bases have converted to SATS and the feedback on the new system has been positive.

Charleston was the command's first test base for the new system when it came on line Dec. 10 and the sys-

tem will be installed Air Force wide within the next two years.

Although some procedural and equipment issues are still being resolved, the system will be operating at full capacity by the end of January.

"The SATS system capitalizes on technology to introduce a much more effective and efficient process for accounting for and tracking supply parts. While we've had some growing pains, it was to be expected as the first AMC base to implement," said Maj. Herbert Phillips Jr., 437 SUPS commander. "Our folks, along with members of the logistics support and communications squadrons and the Headquarters AMC/LG staff, have worked extremely hard over the past month to get through the growing pains and have done an exceptional job. Our support to the Wing should continue to increase as we get more and more familiar with the intricacies of the system."

Thompson said the only way to accept delivery is to use a smart card. "Signing a paper document is not an option. Simply stated: No card, no part."

"SATS cuts labor and man-

power costs by eliminating the need to file and maintain paper documents. It also automates many of the older paper-oriented processes," Thompson said.

"For example, the receiving area can make the inputs directly by using a handheld receiver as opposed to walking across a room to type it up into a computer. It is a lot more convenient."

The system, installed by Logicon, cost \$200,000 and was bought using a special productivity improvement fund. "We've cashed in seven positions from document control and receiving as a result of this new system," Thompson said about the cost-saving initiative.

The base received 37 of the \$1,500 handheld terminals. "SATS is a good tool for researching inventory discrepancies and has the added advantage is that you will know who handled a given part when," Thompson said."

Glade Brown, from Logicon, has trained about 150 people on the new system. "From the trained supply personnel, I am hearing the system is good because it cuts down on paperwork and lets you manage your workload better," said

Brown, who started installing the new system in November.

Logicon in conjunction with Standard Systems Group at Gunter Annex, started installing SATS in 1997 as a proof of concept system at Shaw AFB, S.C., an Air Combat Command base.

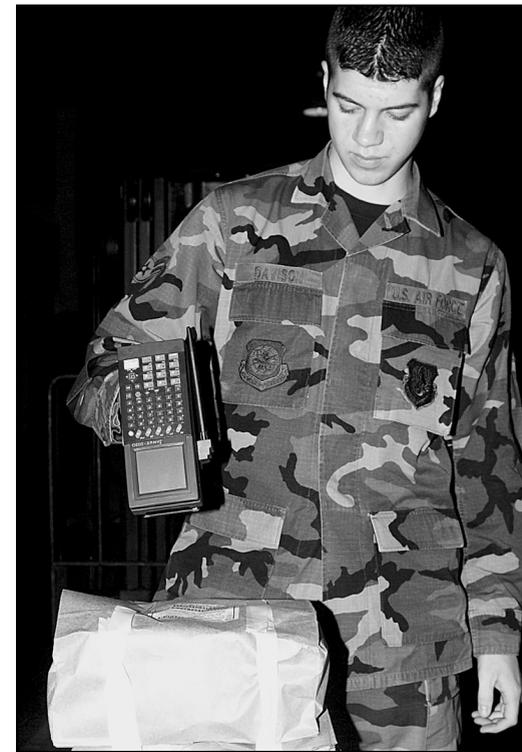
AMC needed to verify the system would work with the command's slightly different supply system where aircraft are often gone for several weeks before parts could be installed.

"Among some of the other differences is that we have a centralized parts store and tail number bin (where parts are held until they can be installed on aircraft) which is quite a bit different from ACC's concepts," Thompson said.

The base received 3,000 of the smart cards and supply has already issued 600 cards. "All equipment cus-

tomodians should have a card because the new system affects everyone on base who orders something through base supply," Thompson said.

Smart cards are available from Supply customer service in Bldg. 611. If you have questions about the cards or SATS, call 963-4800.



Senior Airman Michael Duhe

Airman 1<sup>st</sup> Class Adam Davison, a receiving clerk with the 437<sup>th</sup> Supply Squadron, scans an incoming package.



Courtesy photo

## Fill 'er up

Airman 1<sup>st</sup> Class Christopher Kovach, a POL journeyman assigned to the 437<sup>th</sup> Supply Squadron, refuels a French KC-135 while deployed to Prince Sultan AB, Saudi Arabia. Kovach, along with three other members of the 437<sup>th</sup>

Fuels Management Branch, departed for PSAB in November and are expected back in late February. At this time, there are 21 Charleston troops deployed to Saudi Arabia in support of Operation Southern Watch.

## BAH

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same out-of-pocket dollar amount within each grade and dependency status.

In enacting DOD's housing allowance, Congress intended to pay for approximately 85 percent of the national average housing cost for each grade, with the member paying 15 percent "out-of-pocket." BAH does not cover all of service members' housing costs.

By law, service members should pay no more than 15 percent of the national median housing cost out-of-pocket. In 1999, the out-of-pocket expenses were approximately 19.8 percent.

The new BAH program, which replaced the Variable Housing Allowance, is intended to provide uniformed service members housing compensation based on comparable civilian costs of housing. BAH is based on rental costs by pay grade, dependency status and location. It's designed as a partial reimbursement to assist service members and their families in affording suitable off-base housing.

According to Rivera, some key improvements of the housing allowance program include a cost-based system that is more efficient and responsive to the growing housing costs than the previous system.

The new BAH methodology also ended the creeping growth in members' out-of-pocket expenses. Another change is the elimination of annual housing surveys and VHA offset.