Defense Logistics Agency Energy Spring 2017

ENERGY SOURCE

The return of the DLA Energy Worldwide Energy Conference

2100+ energy professionals
150+ leading vendors

From the Commander —

Brig. Gen. Martin Chapin, USAF

Defense Logistics Agency Energy

Welcome to DLA Energy's 2017 Worldwide Energy Conference at the Gaylord National Hotel & Convention Center at the Washington National Harbor, Maryland. I am confident that you will find this conference to be an exciting opportunity to learn more about the latest trends and technologies in the energy industry. The entire DLA Energy Team is excited to have you – Warfighters, suppliers, partners and fellow energy professionals – join us as we share who we are, what we do and how we and our industry partners can support you to achieve national, strategic and organizational energy goals.

This conference represents an opportunity to share information, promote understanding and collaboration, strengthen existing bonds and create new and exciting opportunities. More than 2,100 energy professionals and 150 vendors are attending this year's conference.

Of course, the most important tool in our arsenal is you – our customer – and the relationship we share as we pursue excellence and mission accomplishment together. I encourage you to listen, meet and share what you have to offer with Conference attendees and vendors alike.

DLA Energy is a global enterprise supplying around 100 million barrels of fuel a year, and has approximately 54 million barrels of petroleum inventory on hand at any given time throughout the world – but we can't do it by

DLA Energy Commander Air Force Brig. Gen. Martin Chapin (second from left) conducts a site visit to the Hakozaki Fuel Support Point facility on Azuma Island in Tokyo Bay, Japan in October 2016. Photo by Jeff Connell

ourselves. We absolutely need partnerships to get this done. If you are a potential or new DLA Energy customer or partner, it is our sincere hope that your attendance at this year's Conference is the beginning of a strong and productive working relationship with us. If you are an established or longtime partner, we look forward to continuing to work collaboratively to strengthen our relationship and continue our joint success.

Sincerely,

Brig. Gen. Martin Chapin
Commander, Defense Logistics Agency Energy

Energy Source

Commander
Air Force Brig. Gen. Martin Chapin
Deputy Commander (Acting)
Gabriella Earhardt
Chief of Staff
Army Col. Doug Henry
Public Affairs Officer
Irene Smith
Editor
Ronald Inman
Writing Staff
Tanekwa Bournes
Elizabeth Stoeckmann
Layout/Design
Ronald Inman

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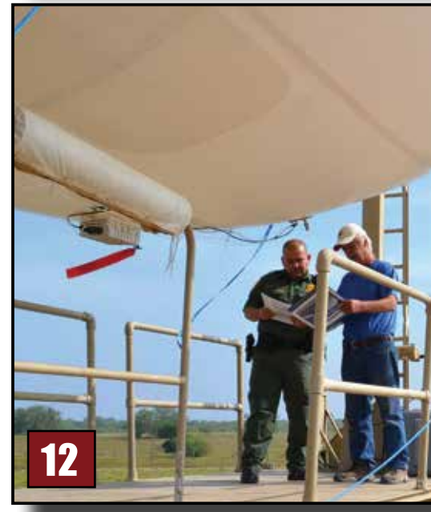
Address correspondence to:
ATTN: DLA Energy-DCA
8725 John J. Kingman Rd.
Suite 4950
Fort Belvoir, VA 22060-6222
Commercial: 703-767-4108
Address email to:
EnergySourceMagazine@dla.mil

Front and Back covers by:
Michael "Shane" Potter

FEATURES



DLA Energy assists Arlington National Cemetery with electrical distribution system

By Tanekwa Bournes

Defense Logistics Agency Energy members met with Dominion Virginia Power leaders to follow up on the progress of projects at Arlington National Cemetery in Arlington, Virginia, Aug. 31, 2016.

A trip to the national cemetery, located next to Joint Base Myer-Henderson Hall, allowed both parties the chance to see how Dominion Virginia Power is working to rebuild and modernize the entire electrical distribution system while maintaining the integrity of the grounds. Work consists of installation of thousands of feet of underground duct banks, transformers, switches and metering cabinets.

"Working on the grounds is no easy task for Dominion Virginia Power, but workers complete tasks in a respectful manner by stopping work when funeral sessions are held nearby or processions pass, covering worksites with sod and removing equipment in advance of events," said Kent Straub-Jones, a contracting officer with DLA Energy Utility Services.

The intended outcome is to make the electric grid reliable and redundant so that regardless of the weather, Arlington National Cemetery will have the power to keep the lights on, he added.

The power company proposed this work in 2008, to improve service through the construction of an electrical substation at the military installation featuring two new 230-kV underground transmission lines.

The Army National Cemeteries Program requested assistance from U.S. Army Installation Management Command to privatize its electrical distribution system. They received approval from the assistant chief of staff for Installation Management Utilities Privatization Program Management office and were added to the privatization evaluation schedule in December 2011. Then DLA Energy was requested by the office to enter into sole source negotiations with Dominion Virginia Power for Arlington National Cemetery in 2014.

Since September 2003, the Army has mandated that all pre-award actions associated with future utilities privatization efforts at its installations use DLA Energy. As the contracting Center of Excellence for the Utilities Privatization Program, the Army and Air Force utilize DLA Energy's contracting expertise to solicit, evaluate, award and administer the utility services contracts on their installations.

The original contract for this work was awarded Sept. 19, 2015, for a 41-year, eight-month period of performance which will end Aug. 15, 2057.

"Our team worked closely with Arlington National Cemetery, Joint Base Myer-Henderson Hall and Dominion Virginia Power to ensure this project was awarded on time," said Martha Gray, director of DLA Energy Utility Services. "Arlington National Cemetery is already seeing the benefits of a privatized system, as modernization of its aging infrastructure is happening quickly. Dominion Virginia Power has already proven to be a great partner to the Army in this effort."

The Utilities Privatization Program comes under the Army's assistant chief of staff for Installation Management. Utilities Privatization Program Manager Curt Wexel confirmed Gray's statements about the value of privatization.

He said the privatization of the electrical system is projected to yield a cost avoidance of $3.5 million or 27 percent over its life cycle, as compared to the cost of continued government ownership.

"Newer equipment will reduce Arlington National Cemetery's electrical usage by about $9,000 per year," Wexel said. "In addition to these cost savings, the cemetery will benefit by more secure and reliable service from a trusted industry partner."

DLA Energy meets monthly with representatives from Dominion Virginia Power, Joint Base Myer-Henderson Hall and Arlington National Cemetery to take a site inspection to go over the status of the ongoing projects and to maintain open lines of communication. ES

A bugler with the U.S. Air Force plays "Taps" during a graveside service at Arlington National Cemetery, June 8, 2016, in Arlington, Virginia. DLA Energy is overseeing work being done on the grounds by Dominion Virginia Power to modernize the entire electrical distribution system. U.S. Army photo by Rachel Larue

Biofuel propels Rim of the Pacific exercise

Sailors assigned to the Arleigh Burke-class guided-missile destroyer USS Shoup conduct an underway replenishment with the Military Sealift Command fleet replenishment oiler USNS Rappahannock during Rim of the Pacific 2016. Defense Logistics Agency Energy personnel procured 77.6 million gallons of fuel containing a 10 percent blend of biofuel for the exercise. Photo by Navy Petty Officer 2nd Class Holly L. Herline

By Irene Smith

Biofuel made from waste beef fat propelled ships and aircraft during the biennial Rim of the Pacific exercise around the Hawaiian Islands June 30 - Aug. 4, 2016.

Defense Logistics Agency Energy personnel procured 77.6 million gallons of the alternative fuel blend in January. The fuel was purchased at a cost-competitive price of $2.05 per gallon through a partnership between the Department of the Navy and U.S. Department of Agriculture aimed at making alternative fuel blends a regular part of the military's bulk operational fuel supply.

"The total solicited requirements included 142,000,000 U.S. gallons of F-76 [marine naval fuel] and 139,110,000 U.S. gallons of JP-5 [jet fuel]," said DLA Energy (Acting) Director for Supplier Operations Kevin Ahern. "The total awarded quantity of 142,000,000 [gallons] of F-76 includes 77,660,000 gallons containing a 10 percent blend of biofuel made through the [hydro processed esters and fatty acids] process."

Drop-in fuels meet the same product specification of the petroleum products they replace, Ahern said. As such, they can be stored, transported and used without any changes to engines or infrastructure.

In preparation for the exercise, DLA Energy employees participated in planning workshops in Pearl Harbor, Hawaii and San Diego, California to ensure optimal fuel support.

"In May, approximately 11 million U.S. gallons of biofuel was delivered to Joint Base Pearl Harbor Hickam Defense Fuel Supply Point Pearl Harbor from the Military Sealift Command petroleum tanker, MV Empire State," Fuel Operations Program Manager Bill Nejdl said. "The fuel was stored in the Red Hill upper fuel farm storage tanks in preparation for RIMPAC 2016."

The countries participating in the exercise used about 11 million gallons of the 10 percent alternative fuel blend during the exercise. The Navy is pursuing the use of alternative fuels in the supply chain to increase its operational flexibility by allowing forces to obtain fuel from more sources worldwide.

The biennial naval exercise has grown in terms of both participants and the Great Green Fleet Initiative.

"During the [previous iteration,] there were 22 nations participating with six nations observing," Nejdl said. "This year's exercise has 26 nations participating with three nations observing.

"Almost all of the participating nations have agreed to use the biofuel during the exercise. Only a small number of countries requested their biofuel upon conclusion of the exercise to return home for further testing and evaluation of the project in naval ships."

The U.S. Navy, in concert with the Military Sealift Command, provided biofuel to nearly all of the participating nations' vessels with only a few not using it in their ships and ancillary systems.

For aircraft, it is a different situation.

"There are many aircraft from a great majority of the countries here but they are not using the biofuel for aircraft as it is not designed for jet turbine engines," Nejdl said. "They are using the aviation fuel from the three U.S. aircraft carriers operating in RIMPAC."

The alternative fuel was delivered to the underway ships by the Military Sealift Command's three fleet replenishment oilers, known as floating gas stations for ships, through replenishment at sea, topping off the ships' bunkers to alleviate return trips to Pearl Harbor for fuel.

"A consolidated cargo [evolution] was conducted July 17 between the MV Empire State and the USNS Rainier, a fleet-class oiler that can carry approximately 4.5 million gallons of fuel, transferring approximately 14 million gallons to supply cargo fuel to fleet oilers at sea," Nejdl said.

The advanced fuel blend was produced from a feedstock of beef tallow - waste beef fat - provided by Midwest farmers and ranchers, and traditional petroleum. To meet Navy requirements, the alternative fuel is drop-in, meaning it requires no changes to ship engines, transport or delivery equipment or operational procedures.

"DLA Energy is proud to support the Navy's Great Green Fleet through the solicitation of drop-in replacement biofuels," said DLA Energy (Acting) Deputy Gabriella Earhardt. "Our success in awarding the first contract to include operational quantities of bio-blended F-76 is attributed to a strong partnership between the Navy and DLA Energy." ES

DLA Energy Pacific's Army Master Sgt. John Vanderstigchel, DLA Joint Reserve Force, performs a visual inspection on a quart sample of F-76 diesel marine fuel for the DLA Energy Pacific laboratory for quality assurance purposes during RIMPAC 2016. Samples must pass the 'clear and bright' test during inspection to ensure optimum quality. Photo courtesy of DLA Energy Pacific

DLA Energy fuels Hurricane Matthew relief

Fuel trucks contracted by DLA Energy stand ready in Albany, Georgia, as they wait to deliver fuel to vehicles used in the response to Hurricane Matthew in the Southeastern United States and in Haiti. Photo courtesy of Marine Corps Logistics Base Albany Public Affairs

By Ron Inman

Defense Logistics Agency Energy provided essential fuel support to the Federal Emergency Management Agency in response to Hurricane Matthew relief operations in the United States and Haiti.

As Hurricane Matthew bore down on Florida and the southeastern coast of the U.S. on the evening of Oct. 6, 2016, 25 fuel trucks contracted by DLA Energy had already arrived at FEMA's Incident Support Base at Marine Corps Logistics Base Albany in Albany, Georgia, to support anticipated relief operations.

"Task Force Americas, led by Army Lt. Col. Christian Meisel, successfully facilitated the arrival of [contracted vendor] Foster Fuels at both MCLB Albany and Robins Air Force Base but that was only one part of the Americas effort," said Army Col. Craig Simonsgaard, the DLA Energy Americas commander. "The region staff, sub-regions, and liaison officers to U.S. Southern Command and U.S. Northern Command anticipated requirements and developed future staging base locations to support the federal response in the continental U.S. while also supporting SOUTHCOM with their fuel requirements in Haiti."

DLA Energy's goal to provide energy solutions worldwide is equally important at home, and requires effective coordination and planning across multiple agencies.

The next day, Oct. 7, with hurricane winds reaching speeds of 120 mph and expected to reach land in Florida that afternoon, 50 more fuel trucks were on the way to Warner Robins Air Logistics Complex located on Robins AFB in Warner Robins, Georgia, while arrangements for another 50 trucks were being made.

Prior to the fuel trucks hitting the road, DLA Energy's Operations Center had already begun coordinating the fuel support though DLA Energy's regional offices, liaison officers and FEMA.

"Since 2006, DLA Energy has provided ground fuel support to meet FEMA's fuel requirements during disasters and emergencies," said DLA Energy Contracting Officer Karen Hammack.

A formal interagency agreement for logistics support between DLA and FEMA, Annex B of the FEMA/DLA Interagency Agreement, outlines the fuel support provisions between the two agencies and covers ground fuel support and services during presidentially declared national emergencies and disasters.

"Our job is to collect data and reach out to the regions and people at headquarters to start developing options for support," said DLA Energy Operations Center Chief Stephen Grace.

In total, 25 trucks transported more than 63,000 gallons of gasoline and 60,000 gallons of diesel fuel to MCLB Albany and 50 trucks moved more than 77,000 gallons of gas and 94,000 gallons of diesel fuel to Warner Robins, Oct. 6-10.

As the priority shifted to humanitarian assistance and disaster relief operations in hard-hit Haiti in the wake of Hurricane Matthew, DLA Energy shifted seamlessly to supporting those efforts.

Matt Moshier, a DLA Energy customer account specialist, deployed to Haiti as part of DLA's rapid deployment team to coordinate fuel deliveries for Haiti Airfield operations. DLA Energy contracted with World Fuels to provide 500 gallons of diesel twice a day for Haiti's flight line operations, helicopters and buses. Moshier continued to work ground fuel requirements for Haiti and monitored potential fuel requirements (*Editor's Note: See Moshier's story below*).

As of Oct. 11, all Foster fuels trucks had been deactivated and released from Albany and Warner Robins. DLA Energy continued to track Foster Fuel trucks demobilization and fuel return to completion.

"I'm exceptionally proud of the [DLA Energy] Americas team," Simonsgaard said. "We've been developing the Task Force Americas concept since Hurricane Sandy, and we've run it through several [combatant command] exercises and the Quartermaster Liquid Logistics Exercises to refine the concept."

"We executed the concept for Hurricane Matthew, and it went very well," he said. "We'll take the lessons learned from our Hurricane Matthew response and incorporate them into the concept to make Task Force Americas even more effective."

Moshier deploys, supports relief efforts

DLA Energy Customer Account Specialist Matt Moshier discusses delivery of diesel fuel with a U.S. Marine from the 24th Marine Expeditionary Unit at the Port-Au-Prince, Haiti airport. Photo courtesy of Matt Moshier

By Irene Smith

A Defense Logistics Agency Energy customer account specialist deployed to Haiti in October as part of DLA's Rapid Deployment Team to coordinate fuel deliveries for Hurricane Matthew relief efforts.

"I like to volunteer," said Matt Moshier, who has worked at DLA Energy for seven years. "I signed up to be a part of the DLA Global Response Force team in August 2016 because I enjoy working with the customer to solve real world problems in real time. This mission was particularly rewarding since we were put down here to support humanitarian assistance to the Haitian people after Hurricane Matthew."

The team is made up of organizations across the Department of Defense comprising specialties needed during a crisis. DLA's Global Response Force team falls under the DLA Joint Logistics Operations Center, the focal point for operations and contingency responses. Two standing Rapid Deployment Teams, Gold and Black, are comprised of DLA specialties.

"Our people are equipped, trained and ready to go in short notice," said JLOC Division Deputy Chief Don Bruce. "An RDT team is comprised of 13 members with a military [O6-level officer] as the commander. The remaining team members, including primary level field activity civilians, are functional experts representing supply chains, logistics services and communications."

One of the two RDT teams is always in an alert status –they must be capable of deploying rapidly and they maintain alert status for six months in their one-year tour of duty. A DLA Energy employee is assigned to each RDT to provide Class III bulk fuels support.

"If one team deploys, the second team goes on alert," Bruce explained.

As the sole DLA Energy volunteer to DLA's RDT, Moshier was one of seven DLA personnel who deployed to Haiti. Moshier's job was to provide Class III petroleum, oils and lubricants support for U.S. military assets providing emergency food and equipment to relief camps and non-governmental organizations. DLA Energy contracted to provide 500 gallons of diesel fuel twice a day for Haiti's flight line operations, helicopters and buses.

"Getting Matt on the ground really expanded our understanding of what the joint task force needed on the ground," said DLA Energy Plans and Operations Chief Stephen Grace. "He was directly able to facilitate warfighter support with an AIR Card® we provided."

While in Haiti, Moshier also coordinated the delivery of aviation fuel and delivery of diesel fuel for generators and construction efforts. Fuel was needed to operate forklifts to unload cargo and diesel needed to fuel buses and vans used by the Marines to facilitate movement of Department of Defense personnel around the airfield and to the hotels.

There were daily challenges.

"It was challenging getting fuel to our helicopters in a timely manner because we are at a commercial airport and they have competing interests in filling both the military and commercial need," Moshier said. "I interfaced with the local Jet A fuel vendor to ensure the customer [got] fuel on time to support their mission. No helicopters flights were cancelled due to an inability to get fuel. There were

cases of the fuel trucks showing up late, but that can be attributed to the hectic situation on the airfield and not enough fuel truck assets owned."

It was important that all concerned parties were aware that no fuel transactions and deliveries could take place against the DLA AIR Card® without the DLA Energy representative, Moshier said.

As part of the DLA RDT, Moshier deployed to Haiti for 10 days. The living conditions were challenging, but not primitive.

"During the day, we are working out of the Port-Au-Prince airport," Moshier communicated via email during the deployment. "Our office setup is very expeditionary, but we've had a solid communication system the entire time. During the evening, we took a 30-minute bus ride to a hotel where we slept."

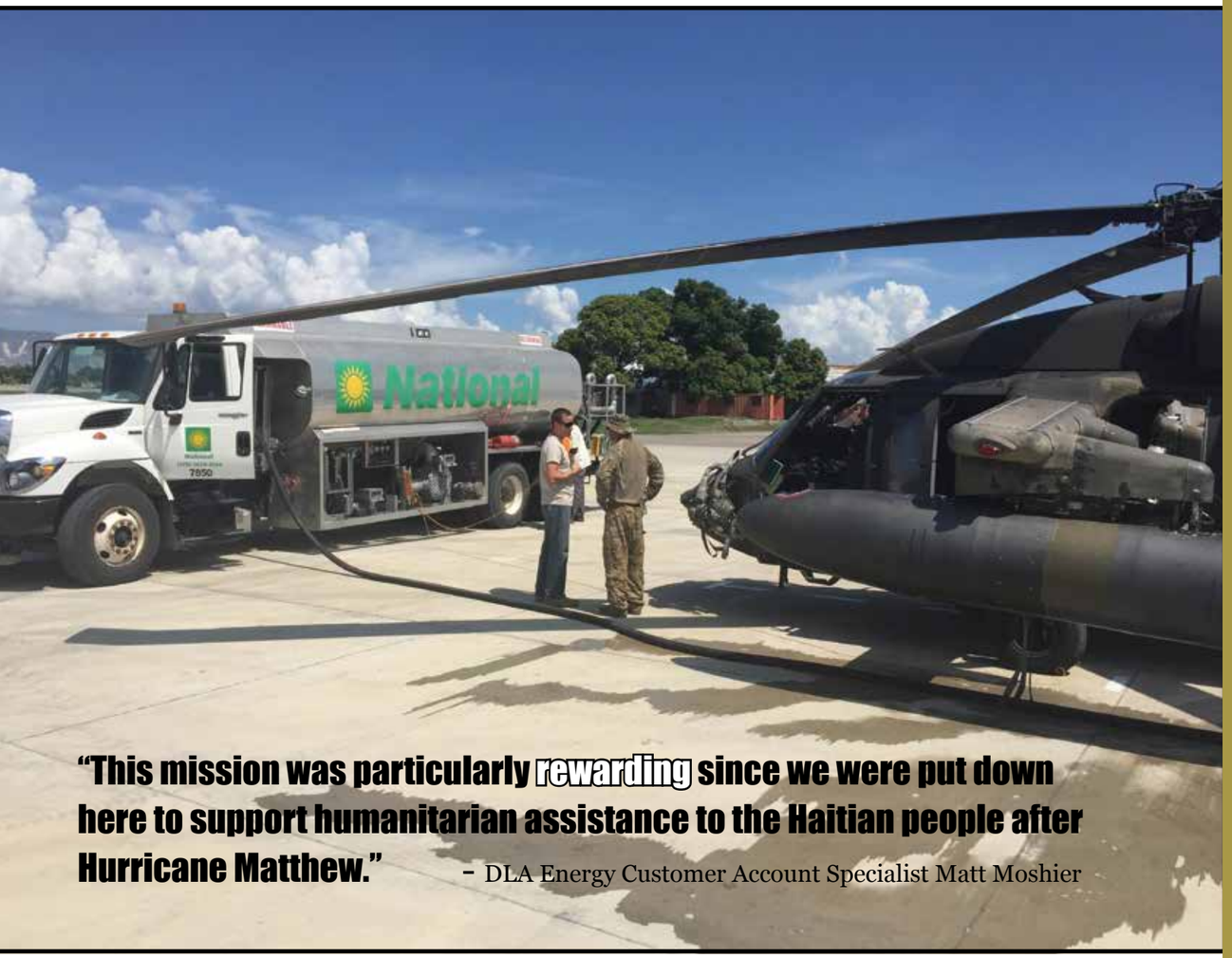
As a veteran deployer, Moshier deployed twice to Kuwait for DLA Energy Middle East as a liaison officer.

"I deployed the summer of 2014, for six months and returned for another three months from April to June 2016," Moshier said. "I went out as the DLA Energy LNO-Kuwait and synced up with the Theater Sustainment Command and Combined Joint Task force to work with elements to help facilitate fuel for Kuwait and Iraq."

"As a customer account specialist, I work with companies that have DOD contracts to assist them in establishing fuel contracts," Moshier said. "I also work with the customer and vendor to coordinate deliveries of diesel [fuel]."

He said he really enjoys deploying.

"I get a sense of personal satisfaction and it's a change of scene from sitting at a desk all day," he added. "There is a level of comradery I find in contingency environments that makes it very rewarding." ES



"This mission was particularly rewarding since we were put down here to support humanitarian assistance to the Haitian people after Hurricane Matthew." – DLA Energy Customer Account Specialist Matt Moshier

I am DLA ENERGY

DLA Energy Pacific at Korea provides wholesale bulk petroleum supply, distribution and quality management for U.S. Forces in the Republic of Korea during armistice and contingency operations. DLA Energy Pacific at Korea's team continually monitors and maintains oversight of more than 320 million gallons of fuel valued at $1.2 billion while directing a network of 47 accounts with a volume of more than 350,000 fuel transactions annually. DLA Energy Pacific at Korea is engaged in the fight as U.S. Forces Korea's first choice for world-class energy solutions and a synchronized enterprise partner at the "tip of the spear."

My name is: *Kwak, Kyu Sok*

I am:
A Supply Planner for DLA Energy Korea

Describe your job in a sentence:
I coordinate fuel inventory levels at 22 Defense Fuel Support Points, monitor control limits and manage Korea's Fuel Exchange Agreement and Replacement-in-Kind program.

How long have you worked at DLA?
I began working for United States Forces Korea in 1979 and then transferred to DLA in 2003.

What is your favorite thing about working for DLA?
I love working for the same goal with fun people from different countries. They challenge me, encourage me, and they bring cookies when they visit.

What are your best memories of working here?
I have so many good memories from DLA Energy, but my best are from overnight TDY trips when we had a chance to speak with open minds and really get to know each other.

How do you make a difference?
I make a difference by focusing on the two C's:

1. Concentrating on things within my control.
2. Being considerate of others.

For more information about DLA Energy's worlwide regions, including a list of contacts for each region, please visit our public website:

http://www.dla.mil/Energy/Locations/Regions.aspx

Securing Borders

By Elizabeth Stoeckmann

Floating tethered surveillance aerostats, supplied with Defense Logistics Agency Energy Aerospace Energy gaseous helium, assist federal, state and local law enforcement personnel with defeating and deterring illegal smuggling of people and narcotics into our country.

The aerostats operate under the direction of the U.S. Customs and Border Protection bureau and are equipped with an array of high-powered surveillance and communications equipment.

"We support CBP, part of the Department of Homeland Security, with helium for their aerostats," said Doug Smith, DLA Energy Aerospace Energy director. "The main program we support is the Tethered Aerostat Radar System and we've been supporting it for more than 30 years."

TARS is a look-down surveillance system detecting and reporting suspicious aircraft flying towards, arriving at, or passing through the U.S. border. CBP aviation enforcement officers act on TARS reports by investigating or interdicting suspicious aircraft as quickly as practical.

"TARS is the most cost-efficient capability that we own," said Richard Booth, director of Domain Awareness for CBP's Air and Marine Operations. "It's like a low-flying satellite system, but cheaper to launch and operate," Booth explained.

Aerospace Energy supports CBP's 24/7 surveillance operations for 13 different aerostat deployments with CBP. The aerostats detect daily criminal activity in their operating areas, both in the air and on the ground. Whether it is a drug bust, groups of illegal immigrants, boats smuggling people or drugs or staging areas for drug runs, aerostat surveillance systems are among the most cost-effective tools in CBP's inventory.

"The aerostats are aerodynamic balloons and fly like kites in the wind—no one pilots them," said Rob Brown, CBP program manager for TARS. "Raising radar and other sensors to high altitude boosts surveillance range, and the physical sight of an aerostat is a visual deterrent to illegal activity in the air and on the ground," Brown said.

TARS uses Aerospace Energy-supplied helium for deployment heights as high as 12,000 feet. This allows long-range radar to overcome line-of-sight constraints caused by the curvature of the Earth and other terrain limitations, according to CBP officials.

The average size of the TARS (aerostat) is 10 percent longer and 15 percent wider than an average blimp and stretches from a football field goal post out past midfield (more than 60 yards long).

"The smallest of our tactical aerostats, the Rapid Aerostat Initial Deployment system, can fit within the small belly of the larger TARS system," Brown said.

Heading south along the Texas border CBP operates a half-dozen surveillance aerostats to monitor known human and drug smuggling entryways into the U.S.

"The river and vegetation in these areas makes it difficult for agents to detect and respond to the illegal activities. So agents use aerostats to elevate surveillance cameras high above the uncooperative terrain to gain a decisive tactical advantage in sensing and maneuvering to disrupt and/or apprehend the bad actors," Brown said.

On Dec. 1, 2016, Border Patrol agents from Zapata, Texas working with the Mexican government seized 6,283 pounds of marijuana with an estimated street value of $5,026,000. The agents working aerostat operations observed illegal activity on the Mexican side of Falcon International Reservoir. The agents noticed several

The Persistent Ground Surveillance System has proven highly effective in force protection and surveillance roles. This capability offers the U.S. Border Patrol a significant tactical advantage. Photo courtesy of Customs and Border Protection

subjects loading bundles of contraband on a boat and contacted Mexican authorities to notify them of the location. The Mexican authorities located and confiscated the narcotics.

Damon Moore, Aerospace Energy supplier operations deputy, said Falcon Reservoir is one of the top bass fishing lakes in the country and the site for several major bass tournaments each year.

The Rio Grande River channel is the official border between the U.S. and Mexico. With proper licenses, U.S. and Mexican citizens can access the water. There is no wall or border checkpoints, making use of aerostats critical for surveillance of illegal activity, Moore explained.

"I have fished the Texas side of Falcon Reservoir on several occasions and over the past two years it is encouraging to look up while on the lake and see the aerostats up in the air," he said. "Because of the lake's recent history, it gives me an extra sense of security while fishing on the U.S. side of the lake."

"It's the diversity of the Aerospace Energy mission that continues to impress and give me a sense of pride in what we do each day at work supporting the DHS mission of securing the border from the trafficking of illegal immigrants and drugs," Moore said.

Aerospace Energy has an enduring partnership with Homeland Security's CBP operations and supports multiple aerostats strategically stationed along the U.S. and Mexico border for surveillance programs by supplying bulk gaseous helium in tube bank trailers.

Aerospace Energy owns and maintains a fleet of helium tube trailers staged at numerous vendor-fill plants to ensure mission readiness worldwide based on customer demand. This includes short-notice requests, since DLA Energy has the ability to quickly react and support needs through a coordinated effort, Smith explained.

In most cases requirements are part of a long-term Aerospace Energy sustainment plan that issues competitive Indefinite Delivery & Indefinite Quality contracts for bulk gaseous helium to support numerous aerostat programs around the globe, including support to DHS/CBP programs.

"We have a diverse supply base to meet these program needs," Smith said.

"We coordinate with the Bureau of Land Management (Department of the Interior) that manages the federal

Border Patrol agents assigned to the Rio Grande Valley Sector in Texas receive familiarization and training from U.S. Army aerostat program contractor personnel. Customs and Border Protection photo by John Milne

On Dec. 1, 2016, Border Patrol agents from Zapata, Texas, working with the Mexican government, seized 6,283 pounds of marijuana with an estimated street value of $5,026,000. Agents working aerostat operations observed illegal activity on the Mexican side of Falcon International Reservoir. The agents noticed several subjects loading bundles of contraband onto a boat and contacted Mexican authorities to notify them of the location. The Mexican authorities located and confiscated the narcotics. Courtesy photo

helium reserve to buy our helium," Smith said. "The agreement allows the delivery of crude helium to our suppliers, who refine the helium to required quality levels and then provide the helium directly to our customers. However, with gaseous helium, we have trailers go to the vendor's fill points, load the helium and deliver it to the customer location."

Smith said they also coordinate with the DLA Energy regions, which offer quality assurance support.

"These quality assurance representatives, in this case at DLA Energy Americas, go to our vendor fill points to ensure the quality control program keeps the helium we provide CBP on specification," Smith said. "We do this for all of our customers, whether Department of Defense, or in this case DHS."

DLA has directly supported aerostat systems for over 20 years, including DOD overseas operations in Iraq, Afghanistan and Southwest Asian combat theaters and domestically for DHS/CBP law enforcement activities.

In 2012, CBP began a series of demonstrations with tactical aerostats to counter the rising trend of illegal immigration in the Rio Grande Valley of southern Texas.

"The Border Patrol quickly learned how to operate and support the camera-equipped aerostats, and now there are six systems deployed in the region," Brown said.

After successful demonstrations, the U.S. Army transferred several aerostat systems and spares to CBP, and loans them additional systems currently in the field, he said.

Brown explained that DHS's largest aerostat, the TARS, was recently an Air Force program supported by DLA Energy, and that DLA Energy's strategic partnership for logistics support with DHS has been in place for five years.

"Throughout these program transitions, DLA always remained and continues to remain a critical logistics partner with CBP, supporting all of our critical helium supply requirements," Brown said.

"In addition to providing the helium at better-than-market prices for CBP, DLA consistently demonstrates their outstanding commitment to our law enforcement mission and our program personnel," said Kim Dorman, TARS logistics manager.

"We throw a few curve balls to DLA now and then by relocating deployment sites, changing order quantities off-schedule due to contingencies or simply reacting to unplanned concerns," Dorman said. "DLA delivers what we need, where we need it and when we need it – DLA's flexibility, professionalism and mission focus is worthy of emulation across all of the government."

Smith said Aerospace Energy is implementing the DLA strategic plan, a Whole of Government strategy.

"We leverage economies of scale, buy helium for all of our customers that includes DOD, DHS, and support operations at the National Oceanic and Atmospheric Administration," Smith said. "The more requirements we bring to the table, the more interest we are able to gather from industry. The more competition we receive, the more competitive pricing we receive as well. This is a win-win for all involved, DOD, DHS and our helium suppliers."

CBP has approved spending plans for these aerostats well into the next decade. In 2013, CBP Air and Marine Operations received control of the TARS program after nearly 25 years of U.S. Air Force management.

CBP law enforcement personnel sing the praises of the aerostats, claiming these systems to be "game changers" due to their effectiveness, relatively low operating costs and overall results in securing our borders.

Always improving and finding smarter ways to do business is not only one of DLA's strategic goals, but something Aerospace Energy believes in, Smith said.

"Aerospace will continue to focus on providing logistics support for helium to CBP, as well as all of our customers, in an economical and efficient manner. I'm proud of the work my staff does in support of this mission and look forward to strategic engagement with CBP, DHS, and helping to secure our nation's borders," Smith said.

DLA Aerospace Energy manages the worldwide acquisition of missile fuels, liquid propellants for space launch and satellites, aviator's breathing oxygen and other bulk industrial chemicals and gases – including nitrogen, oxygen, argon, hydrogen and helium. ES

Aerospace Energy team contributes to Jupiter research, fuels Juno spacecraft launch

By Elizabeth Stoeckmann

A five-year journey culminated Defense Logistics Agency Energy Aerospace Energy's efforts to propel NASA's unmanned Juno spacecraft into Jupiter's orbit in July 2016.

The Juno mission will remain in orbit for the next 20 months with the use of propellants provided by DLA Energy to help steer and maintain the craft's position in orbit around Jupiter.

"Aerospace Energy has a long standing reputation for providing quality propellant for space programs like Juno," said DLA Energy Aerospace Energy Customer Operations Director Kenneth Grams. "We are proud to have provided the fuels to both launch and propel this exciting spacecraft to unlock the secrets of Jupiter."

NASA is hopeful the study of the planet Jupiter will help understand the development of our solar system while providing new answers to ongoing mysteries about the planet's core, composition and magnetic fields.

"It's very exciting to learn more about Jupiter knowing that Aerospace Energy helped propel the spacecraft to get us there," said DLA Energy Aerospace Energy Customer Relationship Branch Chief Evelyn Salisbury. "It will be interesting to see the photos that will be captured and find out what is really there."

In 2011, Aerospace Energy positioned the necessary propellants and fuels to the defense fuel support point at Kennedy Space Center in support of the launch vehicle and the spacecraft, as well as other commodities for ground support.

The Juno spacecraft was launched on an Atlas V rocket which Aerospace Energy supported with RP-1 rocket fuel and liquid oxygen with gaseous nitrogen, liquid helium and nitrogen for ground support. The spacecraft uses high purity hydrazine and dinitrogen in its small thrusters for propulsion and steering.

Many former Aerospace Energy employees coordinated the start-up of Juno's mission from inventory managers, transportation specialists, contract specialists to quality assurance representatives.

"Our employees work hard in every aspect to assure propellant support to important missions like this go smoothly," Grams said.

Additionally, propellant engineers determined the spacecraft's requirements to reach Jupiter.

"They determine the amount of fuel and oxidizer required for a mission depending on distance and duration of the mission; they also let us know the quantity, grade and when they need it," Salisbury said.

This is one of many NASA missions that Aerospace Energy has supported.

"Every NASA mission such as Mars, Saturn, Pluto and beyond has propellant from this office," Salisbury said.

It's all in a day's work at Aerospace Energy … and when the launch occurs, the job is done, she said. ES

An artist's rendering made available by NASA shows the Juno spacecraft above the planet Jupiter.

Defense Logistics Agency Energy Aerospace Energy supported NASA's first U.S. mission to sample an asteroid with a launch from Cape Canaveral Air Force Station, Florida, in September 2016. Photo courtesy of Titan Launches

Aerospace Energy supplies propellant for NASA rocket launch

By Elizabeth Stoeckmann

Defense Logistics Agency Energy Aerospace Energy supported NASA's first U.S. mission to sample an asteroid with a launch from Cape Canaveral Air Force Station, Florida, in September 2016.

Aerospace Energy provided the Atlas 5 rocket's fuel (RP-1 rocket propellant) and 2,700 pounds of hydrazine required to launch the spacecraft to orbit Asteroid Bennu so it could map and sample the asteroid and retrieve at least two ounces of surface material before returning to Earth.

"It gives me a sense of pride knowing that the hard work of the men and women of Aerospace Energy supports a multi-year space mission to Asteroid Bennu," said DLA Energy Aerospace Energy Supplier Operations Deputy, Damon Moore.

Bennu is as tall as the Empire State Building, weighs about 60 million tons and is about 4.5 billion years old.

According to NASA officials, the spacecraft uses a mechanical arm to obtain a sample and return it to Earth in about seven years. Bennu is a primitive and carbon-rich asteroid made of material that has not changed significantly since its formation.

Scientists are hoping the organic material found on Bennu will give scientists an inventory of the materials present at the beginning of the solar system that may have had a role in the origin of life on Earth and potentially elsewhere.

"When the sample from Asteroid Bennu is returned to Earth in 2023, it will be exciting to know that the work we do at Aerospace Energy contributed to scientists being able to study material present at the beginning of our solar system," Moore said.

Aerospace Energy partnered with NASA, Lockheed Martin, NASA's Goddard Space Flight Center, University of Arizona, the U.S. Air Force and Canberra tracking station in Australia for this complex project.

Aerospace Energy manages the worldwide acquisition of missile fuels, liquid propellants for space launch and satellites, aviator's breathing oxygen and other bulk industrial chemicals and gases – including nitrogen, oxygen, argon, hydrogen and helium. ES

DLA Energy's Quality Technical Support Office provides expertise, ensures products for customers

By DLA Energy
Quality Technical Support Office Staff

Attendance at the Defense Logistics Agency Energy Worldwide Energy Conference is a great way to learn new ideas and to share experiences.

Got the thermal stability blues, high particle count or quality assurance issues? Don't know what these are and/or just want to get a better understanding of the issues and mitigations? Then come, listen and participate in the Quality Technical tracks during the Worldwide Energy Conference. Here is a sampling of what to expect.

As a direct report to the DLA Energy Commander, the Quality Technical Support Office (DQ) provides quality assurance, quality surveillance, product technology, measurement, cataloging, standardization and laboratory support for all products managed by DLA Energy. The office serves as the lead standardization activity for federal supply classes 91GP, 9110, 9130 and 9140. DQ also represents DLA Energy on quality and technical-related issues with military service technical offices, customers, suppliers, foreign government partners and national and international industry standardization organizations and regulatory agencies. The office is responsible for quality and technical policy, procedures, guidance and information systems related to the acquisition, storage and distribution of DLA Energy-managed products. Additionally, they provide technical expertise for alternative fuels, renewable energy and science and technology projects.

Changes in industry and supply chains create unique issues for Department of Defense partners. DOD equipment usage and storage periods can vary wildly for frequency and rate of consumption, complicating equipment operations and product availability. These quality problems cross paths between our military

A commercial fuel barge loads jet fuel at Valdez, Alaska, bound for Defense Fuel Support Point Anchorage, Alaska. DLA Energy photo by Brian Reed

DLA Energy Europe & Africa Petroleum Laboratory noncommissioned officer in charge, Army Sgt. First Class Mandy Allen instructs 21st Theater Sustainment Command Soldiers on how to determine the fuel system icing inhibitor content of JP-8 jet fuel during the quarterly Fuel Handler's course. 21st Theater Sustainment Command Public Affairs photo

specification fuels and shared concerns with the commercial world for jet fuel thermal stability. Through focused commitment, Quality Operations and the Product Technology & Standardization Division, the two elements of the DQ office, leverage policy development, acquisition support, joint investigations, research and development projects, intra-governmental agency relationships and industry participation as a conduit for problem resolution and customer confidence.

Military Specification Fuels Quality Problems

For a short period, U.S. Navy vessels consuming F-76 fuel naval distillate experienced unexplained increases of particulates in afloat marine fuel in the Pacific region. That status increased filter plugging and required frequent changes of fuel filters. While source shore stocks met specification requirements, Quality personnel observed instances of high particulate and carbon residue data.

Though not part of the specification requirement, laboratories noted unusually long filtration times when performing the particulates tests. Blend studies and forensic analysis of liquid product, particulates and sludge collected from vessels did not identify a cause. For product moved to shore, filtration remediated the F-76 to on-specification status to be consumed as intended or sold on the commercial market.

A joint investigation-working group of DLA Energy and service control point partners coordinated sampling and testing to seek a root cause and restore the product for use. The group established a technical-level non-routine petroleum, oil & lubricants investigation guidance document to align future actions addressing unique quality issues. The instructions provide a framework for initiating an investigation, the working group structure, roles and responsibilities and other agreed-upon practices. The guidance provides a template form to initiate an investigation and address unique, emergent quality issues.

The joint guidance is an extension of existing protocols where customers address fuel quality problems. Customers report service-owned product issues using quality deficiency reports and the product data reporting and evaluation program system. Terminals or customers with custody of DLA-owned product report issues through the disposition request process to DLA Energy region quality for coordination with Quality Operations and Inventory Accountability. Complaints must include information relevant to the history of the problem and status.

E85 Product Concerns

Managing E85, meaning 85 percent blends of ethanol with gasoline, requires special considerations to avoid filter clogging and vehicle inoperability. E85 is hydrophilic, meaning it is a dry fuel that absorbs moisture-seeking equilibrium with its environment. Storage conditions, especially for above-ground tanks, can combine to form waxy buildups in tank surfaces. Unchecked, these substances accumulate to extremes and affect use of the product. Recognizing this scenario at customer locations, DLA Energy recommends storage facilities take care to rotate product with a turnover ratio of 5:1 (on hand quantity versus monthly consumption).

Vehicle operations are also a wild card. For example,

equipment may remain static for contingency or seasonal use. Emergency response vehicles in use can have long idle times, also affecting how engines consume product. For flex-fuel vehicles, a best practice learned over time promotes a scheduled diet of 3:1 (three parts E85, one part straight gasoline) to avoid problems with fuel pumps and inoperability.

Cross-contamination through the supply chain is still another issue, particularly with E85. Prior to blending with alcohol to create E85, gasoline can move through pipelines where it can encounter a drag-reducing agent. As a result, the insoluble agent component can coat the service lines and storage tanks of an unintended customer facility with a sticky substance, affecting product flow and eventually quality. Not all drag reducing agents are incompatible with E85. Further investigation is needed to determine compatibility. The remedy to the sticky substance utilizes the drag-reducing agent's solubility in gasoline: filling the tank with E10 or pure gasoline, letting it sit for 48 hours and then removing or consuming the fuel restores the system.

Where quality problems with E85 are addressed, it is essential to start with a clean slate. Tank cleaning and system flushing set the stage for the best practices to have optimum effect.

Aviation Fuel Thermal Stability Woes

The aviation community has been encountering thermal stability issues with aviation fuel, with a detrimental impact on supply chains across the United States. Ongoing investigations have not yet conclusively identified the cause of the issue. However, the commercial industry is treating aviation fuel off-specification for thermal stability with metal deactivator additive. DOD treats each instance of thermal stability failure on a case-by-case basis in coordination with the respective service control point. Research suggests that thermal stability failures are not a safety-of-flight issue. Rather, they cause increased turbine engine coking and subsequently, more frequent engine maintenance.

Multiple actions can resolve jet fuel thermal stability issues, with varying levels of effort and after-effects. Clay can restore thermal stability properties, but can have the unwanted effect of removing additives. Use of metal deactivator additive to resolve thermal stability issues is dependent on customer approval, and they may consider whether the source of the failure is identified or remains unknown. Blending problem fuel with unaffected product can bring thermal stability within specification limits, though some risk is involved. Regarding laboratory analysis, studies show that while a sample may fail thermal stability for abnormal color by a visual tube rating, it may pass an ellipsometric tube rating where the measured deposit thickness is the key factor. As the accepted referee method, the ellipsometer tube rater's ability to quantify tube deposits can give the customer confidence to consume product. To address thermal stability failures, DLA Energy and our partners consider all of these actions.

(Left) DLA Energy Middle East Quality Manager Bill Davenport boards a Military Sealift Command-chartered tanker to perform a vessel inspection prior to loading. MSC photo by Willie Jones

(Below) Naval Supply Systems Command Fleet Logistics Center Pearl Harbor Laboratory Technician Marissa Tanaka tests jet fuel, observed by DLA Energy Pacific at Hawaii Quality Manager Jeffery Feltner, in support of a secured fuel mission and presidential aircraft Air Force One at Joint Base Pearl Harbor-Hickam. NAVSUP FLC photo by Ben Fegurgur

Research and Development Efforts

DLA Energy continuously strives to improve its acquisition and support functions, performing such efforts with input and participation from military services and other government customers. These efforts often require specific R&D study and analysis to enhance product specification requirements, develop solutions to recurring fuel product problems and anomalies and realize goals for DOD procurements of commercial grade and alternative (non-petroleum) fuels.

The DLA Energy Readiness Program functions within the Quality Technical Support Office providing management of R&D projects and studies to bring about improvements to the DOD Class IIIB fuel and energy supply/support system. Currently, the most significant program areas of focus deal with investigating the following:

- Impacts of fuel compositional changes and contaminants on quality, operational requirements and support infrastructure;

- Causes of aviation and marine diesel fuel instability (thermal and storage) and the development of suitable remediation methods and efforts for such.

The ERP regularly solicits proposals for projects and

studies applicable to these areas of focus and concern from military service technical and research activities. Such input comes most notably from the Naval Research Laboratory, Washington, D.C.; and the Air Force Research Laboratory, Wright-Patterson Air Force Base, Ohio. These activities routinely work to research and solve issues connected to product specification problems and inconsistencies, and to develop and revise methods for the testing and analysis of fuels and related products to maintain operational requirements. The ERP has funded current and recent projects submitted by these activities that have addressed:

- Development of unique analysis methods and protocols to diagnose and characterize fuel chemistry;

- Development of unique analysis methods and protocols to detect and characterize fuel contaminants;

- Comparison of standard test methods for the determination of bulk fuel storage stability;

- Assessment of the impact of copper contamination, derived from fuel handling infrastructure, on marine diesel fuel storage stability;

- Aircraft combustion operability with alternative (non-petroleum-based) jet fuels;

- Impact of a specific thermal stability improvement additive (metal deactivator) on the standard test method for jet fuel thermal stability;

- Testing and evaluation methods for the detection and remediation of microbial contamination of bulk fuel in DOD storage facilities.

Why Partner with Industry Standards Groups?

Participation in industry standardization and technical groups is vital to addressing quality issues seen in the field and ensuring product integrity into the future as changes in fuel refining, composition, and distribution and handling emerge. Here are just a few of our partnerships:

The Quality Technical Support Office participates in the biannual meeting of the American Society of Testing and Materials International's D02 committee on Petroleum Products, Liquid Fuels and Lubricants. ASTM International oversees commercial aviation and ground fuel specifications related to many DLA Energy products and updates them based on technical input. These meetings also cover current quality issues in the commercial fuel supply chain. This has led to the formation of specialty task forces to address fuel issues including stability, handling and testing. The Product Technology & Standardization Division is a voting member of ASTM and has input to any changes regarding these specifications and test methods.

ASTM International, and other specification authorities, rely heavily on data from the Coordinating Research Council. CRC directs research in several focus areas, including aviation fuels. DLA Energy is a charter member of CRC, which provides leverage for guiding the direction of research projects as well as early and in-depth knowledge of studies as they are conducted. CRC has supported research surrounding the stability of jet fuel, testing capabilities and fuel remediation.

Additionally, the Product Technology & Standardization Division participates in the International Standardization Organization's Commercial Marine Fuel Working Group, ISO TC28/SC4/WG6. This ISO working group maintains the ISO 8217 specification for marine fuels and addresses both quality concerns as well as regulatory and environmental concerns related to commercial marine fuel through specification changes and informational publications. DLA purchases ISO 8217 (Grade DMA), also known as Marine Gas Oil or MGO, under our bunkers purchase program. Recent focus within this working group has been on fatty acid methyl ester (FAME) content and cold flow properties. The specification has been modified to ensure grades exist under the specification which limit FAME to a de-minimus level.

Customer Confidence

The Quality and Technical Support team has more than 400 years of operational and technical experience to ensure the highest support to the warfighter. Through dedicated focus, DQ preserves customer confidence by maintaining liaison with industry and government agencies, leading policy development, extensive R&D efforts, joint investigation endeavors and product acquisition sustainment.

"Regardless of the energy source or requirement, this office will continue to ensure all products remain on-specification and ready to support DLA Energy customers globally," said Quality Technical Support Office Director Pam Serino. ES

Quality Technical Support Office Contact Information

Please call our Administrative Office: 703-767-9288

You will then be directed to the appropriate subject matter expert.

Doing business with DLA Energy Utility Services

By Irene Smith

Defense Logistics Agency Energy Utility Services helps military installations build energy security and energy resiliency through the upgrade and sustainment of critical utility systems, utilizing contracting support for utilities privatization efforts.

Utilities privatization focuses on electrical, natural gas and water distribution systems; wastewater collection systems; central heat and power plants; water treatment plants; and wastewater treatment plants. Many military installations have not received adequate funding to maintain utility systems to a safe, resilient, and efficient standard. Utilities privatization leverages industry expertise and financing to bring systems up to industry standards and maintain them at that level.

"The long-term benefits of utilities privatization often outweigh the cost of continuing in-house utilities operations," said DLA Energy Utility Services Director Martha Gray. "Many installation utility systems badly need major upgrades. By turning them over to a third party, the military has long-term operational stability."

Utilities privatization is a method by which military installations can obtain safe, reliable, technologically current and environmentally sound utility systems at a relatively lower cost than they would under continued government ownership. In the privatization process, military installations shift from the role of owner-operators to that of smart utility service customers.

"This reinvestment must be driven not only by strategy, but by innovation that ensures we are doing things smarter and more efficiently," Gray said. "Partnerships between the private and public sectors are critical to achieving this goal, and these partners stand ready to make it happen."

Installations seeking to upgrade utility systems must follow the Department of Defense utility privatization guidelines, as well as those found in the Federal

DLA Energy Utility Services established a 50-year utility services contract (water/wastewater) at U.S. Army Garrison Fort Polk, Louisiana. The system owner completed a capital improvement project to replace old wastewater treatment plants. Aerial photo shows Fort Polk's South Fort plants under construction with the old South Fort plant being decommissioned shown at the top of the photo. The owner also built an administrative facility and equalization ponds. Courtesy photo

Acquisition Regulation Part 15 as negotiated best value procurements. The government issues a request for proposals, interested offerors provide a proposal and proposals are evaluated. There may be discussions with offerors, a source selection decision is made and, if successful, a contract is awarded.

While the economics are an important goal, having up-to-date, safe, reliable utility systems is also important.

"Utilities privatization is about divestiture of property with a bill of sale, it is not a program to 'contract-out'," Gray said. "All systems must have a certified economic analysis per DOD instructions."

In the privatization process, each military service reviews its utility systems and determines which are good candidates for privatization. Not every system or installation is chosen.

DLA Energy supports military service partners by offering specialized contracting and technical expertise for utility services concerns. The utilities privatization process includes both competitive and other-than-competitive actions. Cradle-to-grave contracting support includes solicitation development, offer evaluation, negotiations, best-value source selection award decisions and the full gamut of post-award contract administration – for up to 50 years.

The cradle-to-grave engineering support DLA Energy provides includes development of request for proposal technical tenets, participation on source selection evaluation boards, preparation of life cycle cost analyses and negotiation assistance, as required. In addition, there is technical and pricing support for post-award efforts for price adjustments, new connections, capital upgrades and post-award contract administration for the 50-year contract term.

Army and Air Force installations consume substantial amounts of energy. Building sustainable installations requires an investment in dependable energy-efficient systems. By divesting the military services of these utility systems, installation commanders can focus on operations and core defense missions and functions, rather than repairs and upgrades to utility systems.

(Facing page) DLA Energy Utility Services provided a contract award to update an outdated, circa-1965 standby power generation facility at Joint Base Elmendorf-Richardson, Alaska. The system owner demolished the old facility and replaced the backup generation facility with three new self-enclosed generators. These generators can generate nine megawatts of power and along with the landfill gas power plant, provide approximately 15 megawatts of power for the installation during power outage events affecting the local electric utility company.

After the construction of the three new generators at the D Street substation, JBER's civil engineering squadron notified the system owner that existing Air Force guidance required 72 hours of fuel storage capacity for backup power generation. When the substation was originally constructed the backup generators' interior fuel tanks only had enough fuel capacity for 12 hours of run time. Due to Anchorage's sub-arctic environment and existing Air Force guidance for backup power requirements, the system owner installed three 20,000-gallon fuel tanks and associated piping to support the generators for 72 hours as a new project in its Annual Capital Upgrades and Renewal & Replacement Program.

The concrete pad in the foreground of the photo is part of a filling station for fuel trucks. Courtesy photo

DLA Energy has awarded the following for the Air Force:

33 contracts

41 utility systems

26 installations

Award value: $3.4 billion

DLA Energy currently administers the following for the Air Force:

24 contracts

31 utility systems

18 installations

Contract value: $3.1 billion

DLA Energy has awarded the following for the Army:

43 contracts

77 utility systems

25 installations

Award value: $10.5 billion

DLA Energy currently administers the following for the Army:

30 contracts

55 utility systems

16 installations

Contract value: $9.6 billion

Capital Upgrades - Before and After

"DLA Energy is the contracting agent of choice for the U.S. Army and U.S. Air Force," Gray said. "We work closely with our [military] service partners to provide quality utility services to warfighters and their families on military installations across the United States."

To date, DLA Energy has awarded 76 contracts for 118 systems at 51 military installations totaling $13.9 billion.

"We administer 54 contracts for 86 systems at 33 installations totaling $12.6 billion," Gray said. "These awarded contracts have resulted in a cost avoidance of $2.6 billion to date."

Looking ahead in 2017, DLA Energy is planning 12 contracts for 22 systems at eight different installations totaling $2.8 billion. An additional 43 systems are in progress, worth $7.6 billion. The beneficial collaboration between military installation, energy utility companies and DLA Energy Utility Services saves money and resources.

Taking advantage of the privatization process builds energy security and resiliency, and these improved utility systems reduce energy consumption - a win-win situation for the military and utility services. ES

Contact DLA Energy Utilities Services

(703) 617-1529
(703) 617-1532

I am DLA ENERGY

Camp Lemonnier provides, operates and sustains superior service in support of combat readiness and security of ships, aircraft, detachments and personnel for regional and combatant command requirements; and enables operations in the Horn of Africa while fostering positive U.S.-African Nation relations. Camp Lemonnier is a U.S. Navy led installation operated by Commander, Navy Region Europe, Africa, Southwest Asia via U.S. Naval Forces Africa and Commander, Navy Installations Command. The Camp supports U.S., joint and allied forces military and civilian personnel and U.S. Department of Defense contractors. Additionally, the base provides employment for approximately 100 local and third country nation workers. (*Source: Commander, Navy Installations Command website*)

My name is: *Navy Lt. Tom Wilson*

I am:
The DLA Energy Responsible Officer at Camp Lemonnier in Djibouti, Africa. I assumed this role in December 2016 and will serve a one year tour in Djibouti as the Camp Lemonnier fuels officer.

Describe your job in a sentence:

My job is dynamic and exciting; I get the opportunity to use critical thinking skills to solve problems related to the wide variety of challenges associated with running a fuel operation in Africa.

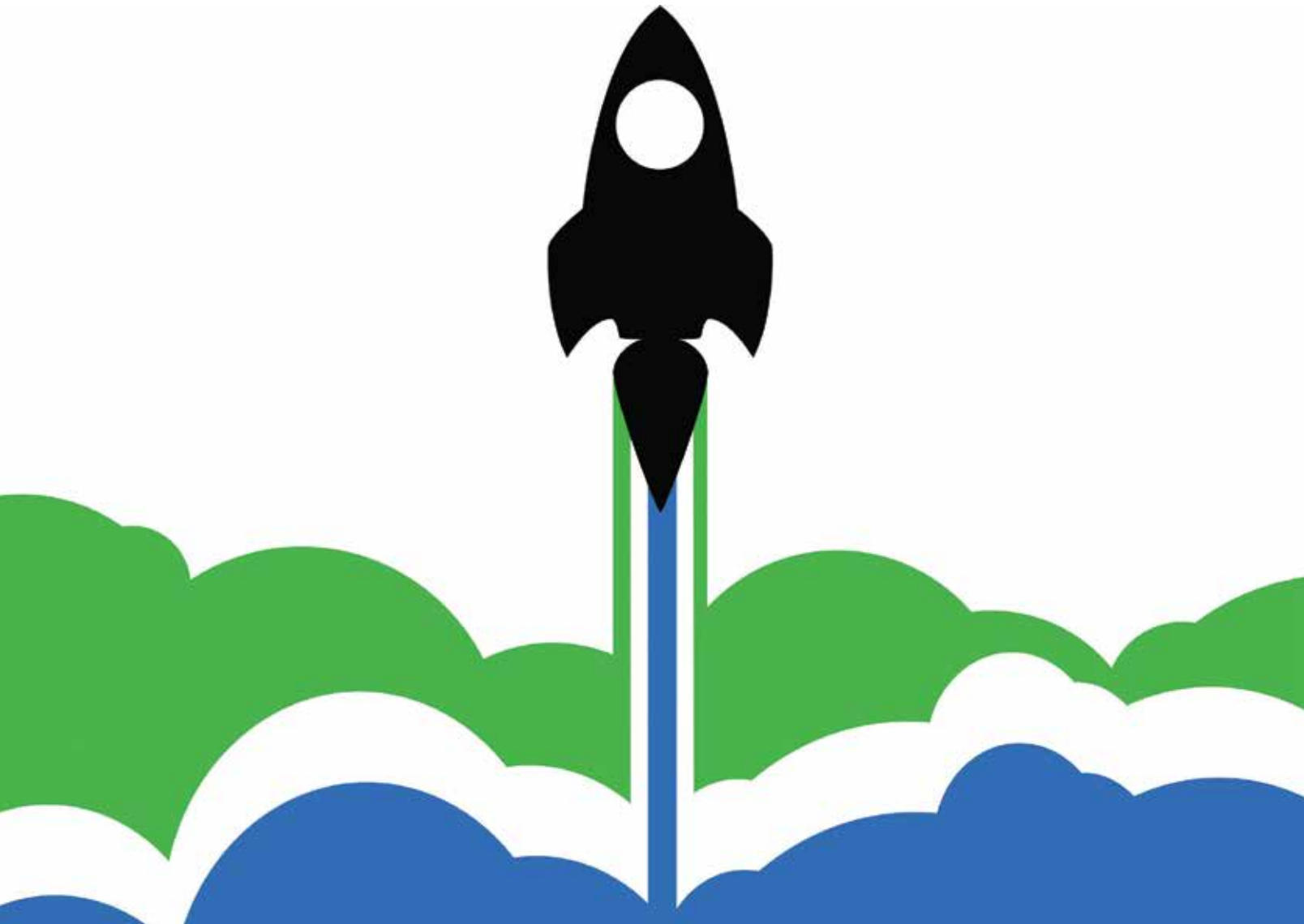
How long have you worked at DLA Energy?
Though I work for the U.S. Navy, I have worked alongside DLA Energy for the past three years.

What is your favorite thing about working for DLA Energy?
DLA Energy is a dynamic organization that seeks to always put the warfighter first. I have relied heavily upon the expertise of the DLA Energy staff while dealing with the various challenges associated with petroleum logistics, operations and quality assurance at Camp Lemonnier and have always received excellent guidance and advice.

What are your best memories of working here?
The best thing about working in my current position is the ability to lead the 62 U.S. Navy, U.S. national, foreign national and local national personnel who operate our fuel facility. They frequently work long hours in an austere environment and only have the opportunity to see their families once or twice a year. These challenges do not stop them from performing at their best, and their high level of enthusiasm and determination keeps me driven to support them. I am extremely lucky to have such an incredible team.

How do you make a difference?
My team supports both Camp Lemonnier and Combined Joint Task Force Horn of Africa by providing both aviation and diesel fuel for U.S. Africa Command and U.S. Central Command missions. We are the only DLA Energy capitalized fuel facility on the African continent and our support allows the United States to foster positive relations among various African nations.

LAUNCHING
in 2019



The 9th Biannual Worldwide Energy Conference

For more information fly by www.dla.mil/energy