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ACN Report 5.1

This report will be dedicated to picking apart the ins and outs of the ACN and the AMPS as far as the allotted Exhibit P-40 Budget Line details. Starting with the ACN, the ACN is described as a program required for aviation maintenance activities and required documentation of airworthiness for the Army’s aircrafts. By using the four mentioned software systems mentioned in report 2 and 3, the ACN can reduce the number of manual entries and greatly increase the accuracy of the inputted data into these systems. The initial purpose of creating the ACN was to attempt to complete replace the obsolete Unit Level Logistics System that formerly was used for aviation devices and unmanned aircraft systems. Though the accomplishments of the ACN so far have been significant, the financial report below shows just how costly these proceedings come. (Note: numbers are representing millions.)Table

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You will notice by these numbers that the ACN is costing the Army primarily through its field training aspect. This shows just how much testing and frequent updates are made towards the ACN, whether it be new communication points from the ACN to other systems, new updates to one of the four major branches of the ACN software systems, or fine tunings required by army protocols to ensure all the systems are checked so that the aircraft will operate without any hitches. This is further backed up by the runner up on the overall costs seen on the table being the cost of system engineering reoccurring payments. It’s no surprise that this would be the second most expensive due to the constant upkeep the ACN requires to ensure that no bugs could ever risk an aircraft to malfunction due to a faulty system, not to mention, as seen in the 2020 Total section since the years prior to 2018, the year of 2020 has been the most expensive year when regarding the system engineering points. Though, aside from the system engineering, the overall reoccurring costs have heavily dropped off since years prior to 2019, where there is a drop off over 10 million. This is a sizable yet steady decrease in prices, yet there is a matter of correlation between the ACN’s financial reports and the AMPS’s financial reports, while both are declining over the last few years, AMPS’s drop offs are much more significant.

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As seen above, unlike the previous table regarding the ACN’s financial details, the AMPS’s details are much more expensive. Yet they seem to follow an interesting lead of a steady drop off after the year of 2018. It shows that when regarding the Engineering Change Protocol (ECP) you’ll find that the years prior to 2018 had been spending roughly 112.3 million on a yearly basis but then when 2018 came around it had dropped down to 20.9 million, by 2020 it dropped to roughly 4.3 million. This drop is steady among the other reoccurring payments across the rest of the AMPS as the prior years’ of 2018 totals were 199 million versus the 2020 totals of 15.8 million. While both the AMPS and ACN systems are still in their incomplete stages, their overall spending is undeniably going down quite steadily on all their reoccurring payments.

With all this information pointed out, it’s shown that for some reason, the payments dedicated to these two systems are on the decline. Though I’ll be attempting to research and discover why these payments are going down so greatly, whether it be suggesting that the systems are reaching the end of their designs or if the funds are being redirected to other points of the same project. This is what I will be covering as a primary topic in report 6, though I will likely be diving into different statements past the one primarily used in this report. I believe with this information uncovered, I will have a much easier time piecing together not only the purpose and future of the ACN but also how much time and money is going into a system alike to this, as well as how this time is related to the ACN’s recognition on other systems alike to AMPS.