

AVCC-EL

Inclusion of Airfield and Heliport Lighting in  
the Engineer Functional Components System (EFCS)

C/S

AC/S Engineering

5 May 1967.  
MAJ O'Shei/wlm/428

1. This is a decision paper.

2. PROBLEM: To determine if airfield and heliport lighting systems should be added to the Engineer Functional Components System (EFCS) for use in Vietnam.

3. FACTS BEARING ON THE PROBLEM:

a. With the contractor phase down, it will be necessary for engineer troop units to construct permanent airfield and heliport lighting systems.

b. Standard designs and requisitioning guidance have been requested and received from Office Chief of Engineers.

4. DISCUSSION:

a. The EFCS was used as a vehicle for procurement and shipment of construction materials to Vietnam for prior programs. Although the technique was successful in reducing lead time in providing large quantities of bulk materials, its total effectiveness was compromised by the following conditions:

(1) The designs from which the material lists were derived, were not suitable for use in tropical climates and with respect to electrical and mechanical requirements obsolete. This would not effect the question presently under discussion.

(2) Systems were short shipped and arrived in country over a period of months in no particular sequence.

(3) Holding areas were not sufficient to permit storage of items until the whole component package had arrived.

(4) Theater depot operations lacked the refinement necessary to segregate items, assemble components and later identify and issue them.

(5) Pressing requirements were such that the theater could not afford to wait until the material shipments were reorganized before beginning construction.

b. As a result of the above EFCS packages were broken down on arrival, items picked up by FSN on depot records, and issued from the common stocks in the conventional manner. Subsequent programs have based procurement on bills of materials taken off from standard theater designs site adapted to specific projects. There is no apparent reason why this method will not work for airfield and heliport lighting systems and no particular advantage in reverting back to the EFCS which, not that the very large initial material requirements have been met, seems to

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SUBJECT: Inclusion of Airfield and Heliport Lighting in the  
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present more disadvantages than advantages.

5. CONCLUSION: It should not be attempted to integrate airfield and  
heliport lighting systems into the EFCS for this theater of operations.

6. RECOMMENDATIONS: That the above be approved.

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