AIR FORCE WORKING CAPITAL FUND

U.S. AIR FORCE

SUMMARY

Air Force Working Capital Fund
Fiscal Year (FY) 2006/FY 2007 Budget Estimates

The FY 2006 - FY 2007 Air Force Working Capital Funds (AFWCF) Budget Estimates reflect current execution plans and a number of Air Force initiatives to improve the efficiency and effectiveness of our activities while continuing to meet the needs of the warfighting forces. Successful WCF operations are essential to the Air Force's Global Engagement mission and operation of the Air Expeditionary Force. To this end, we have incorporated changes in business management practices.

Activity Group Overview:

The AFWCF conducts business in three primary areas: the Supply Management Activity Group (SMAG), the Depot Maintenance Activity Group (DMAG) and the Information Services Activity Group (ISAG). The Transportation Working Capital Fund (TWCF), for which the Air Force assumed cash management responsibility in FY 1998, is part of this submission although the Air Force has no day-to-day management responsibility for TWCF operations.

Air Force Core Competencies:

The AFWCF activities support all the Air Force core competencies: *Air and Space Superiority, Global Attack, Precision Engagement, Rapid Global Mobility, Information Superiority and Agile Combat Support.* These core competencies are fundamental to the "Pathway to the 21st Century Air Force." The working capital funds provide key maintenance, transportation and support services and weapon system spare parts and supplies. The working capital funds are integral to the readiness and sustainability of our air and space assets and our ability to deploy forces around the globe and across any theater in support of the National Military Strategy. Maintenance depots provide the equipment, skills and repair services necessary to keep forces operating worldwide. Supply management activities procure and manage inventories of consumable and reparable spare parts required to keep all elements of the force structure mission ready. Transportation provides the worldwide mobility element of the global engagement vision. Activities that provide information services make it possible to operate and improve data collection and management systems essential to warfighting and support activities. Directly or indirectly, working capital fund activities provide warfighters the key services needed to meet mission capability standards.

Air Force Initiatives:

Lean Logistics is paying dividends for both the business activities and for our customers. We've reduced pipeline times, improved repair processes and reduced primary operating inventory with the development of time definite deliveries through improved ordering and shipping procedures. Changes in inventory retention policy and initiatives on managing insurance levels will improve our inventory status. Other acquisition reform efforts to streamline contracting, strengthen vendor relationships and expand the use of electronic interchanges are underway in all areas of material management.

In Depot Maintenance, a number of process changes are underway with the intent of reducing cost and improving performance. Standard process improvement tools, e.g. Six Sigma, and Lean Manufacturing, are being implemented, a return to a centralized maintenance directorate at each Air Logistics Center to maximize economies has been completed, and updated cost and requirements estimating models are under development. We have also increased our use of industrial engineers to update bills of material and create more efficient repair processes and increased our use of industrial prime vendor contracts to assure timely delivery of materials. Also, in FY03, we will began transitioning our contract depot maintenance contracts out from under the working capital fund umbrella and return them to direct appropriated funding. This is intended to bring the user and provider of contract depot maintenance services closer together and remove the WCF from its current role of 'middleman'. This allows our ALC managers to dedicate their time and efforts to organic production. In addition, the Defense Material and Accounting System (DMAPS) implementation was complete at the start of FY 2004. DMAPS provides more detailed and timely production cost information and moves DMAG closer to Chief Financial Officer Act compliance.

The Air Force has formalized the use of functional and financial performance plans to assess business operations at both Air Force Materiel Command (AFMC) and Air Logistics Center (ALC) levels since FY 1997. Quarterly reviews by the SECAF and CSAF continue to focus management attention on cost performance as well as the ALCs' ability to deliver parts and maintenance on demand and on schedule.

The Air Force continues to make improvements in our financial and reporting structures through close cooperation with the Office of the Secretary of Defense and the Defense Finance and Accounting Service. We are working on revisions to simplify depot level repair accounting and implemented a more accurate historical inventory valuation methodology in FY05. Also, AFMC developed and implemented the Keystone database to analyze wholesale sales and backorder data on a more real time basis. This tool allows us to work more closely with customers by having the same data at the same time, and it provides automatic identification of discrepancies between the accounting system and the logistics feeder systems from which data is supplied.

Supply Management Activity Group (SMAG):

Projected sales estimates reflect changes in operational tempo, business concepts, supply availability, and additional focus on filling backorders.

The wholesale activity is committed to transformation initiatives to improve meeting customer demands. The Air Force's logistics transformation initiative is examining new ways of doing business and leveraging new technologies to support war fighter needs. We are committed to reducing the impact of parts obsolescence problems associated with aging aircraft support within the Air Force. Currently, the number of parts that have no qualified manufacturing or repair source is expected to grow to over 38,000 parts over the next ten years. In addition, other aircraft components, particularly those used on older weapon systems, are also negatively affected by a dearth of manufacturers willing to continue their production and/or repair. The Air Force remains committed to re-engineer these parts for which no suppliers exist and to take a proactive look at parts for which support appears to be disappearing.

Depot Maintenance Activity Group (DMAG):

Prior to FY04, the DMAG operated at a loss for several years in a row, primarily due to material costs, which grew faster than approved sales rates. We increased sales rates out of cycle in FY03 and increased FY04 and FY05 rates to fully recover costs. Our FY06 proposed rate change of 1.6% reflects a moderation in sales rate increases as material costs have come more in line with projections. However, we are cautious because material costs are very difficult to predict. We want to minimize the sales rate increase to customers as much as possible, but not set it too low to fully recover costs. We believe the FY06 proposed rate is set to achieve both objectives.

Significant emphasis is being placed on improving our ability to understand material cost. We are developing the tools necessary to separate total material cost into three components: a) the impact of price changes from suppliers, b) the impact of using more material for items repaired, and c) the impact of material changes due to volume of work performed.

Information Services Activity Group (ISAG):

The ISAG will decapitalize in FY06. The Information Technology (IT) market environment has evolved from a programming intensive workload to meeting IT needs using Commercial Off The Shelf (COTS) solutions. This shift combined with the inability to quickly restructure its workforce to respond to the rapidly changing market has neutralized the benefits associated with a WCF business activity. *Air Force's decapitalization efforts are consistent with Army and Navy decisions to de-capitalize their Information Services components in prior years.*

Transportation Working Capital Fund (TWCF):

USTRANSCOM, as the single manager of the Defense Transportation System (DTS), exercises combatant command and peacetime management over all common user aspects of the global mobility system. One of the Department's highest priority goals is to maintain robust and responsive defense transportation and distribution system as a critical element of America's national security strategy for rapid power projection and sustainment. USTRANSCOM's ability to move and sustain sufficient numbers of U.S. forces, equipment and supplies, enables us to defend vital national interests anywhere in the world at a moment's notice. Our support for the Global War on Terrorism (GWOT) dominates the cost changes from FY 2004 to FY 2007. USTRANSCOM will engage rising costs by continuing to actively pursue strategies that promote savings.

Since the inception of the TWCF in 1992, USTRANSCOM productivity and cost avoidance initiatives and organizational streamlining efforts have resulted in savings of over $1.3 billion. In cooperation with the Services, USTRANSCOM has made significant progress in streamlining the components. Streamlining efforts are an important step toward achieving a leaner, more efficient DTS, while preserving war-fighting capability.

Cash Management:

A total of $2,160.1M was transferred out of the AFWCF cash accounts in FY04. This included $671M in accordance with Congressional direction, $1,450M to Army O&M to help cover shortfalls resulting from the Iraq conflict and $39M in miscellaneous transfers, of which $37.8M went to DECA to cover negative budgetary resources. In addition, there are congressional marks in FY05 totaling $1,133.0M. This budget assumes that the Congress will delete section 8123 of the FY 2005 Defense Appropriation Act, which requires USTRANSCOM to transfer $967M to AF O&M. The $967M transfer will leave USTRANSCOM cash negative and cause the AFWCF to go broke in FY06. The FY04 and FY05 cash transfers were not the result of operations and have created disconnects between the AFWCF cash position and AOR. The Supply Management Activity Group is able to correct this disconnect through internal cash realignment. However, disconnects between cash/AOR in the DMAG cannot be corrected without a cash infusion. AFWCF DMAG customers did not receive any benefit from the cash transfers; therefore, increasing rates to recover the shortfalls created by the FY04/05 cash transfers is not an equitable business practice. Budgeting to a zero AOR in FY06 and FY07 will drive DMAG cash below the 7-day goal and will exacerbate cash/AOR disconnects.

Air Force Working Capital Fund Cash
Including USTRANSCOM
(Dollars in Millions)

	FY2004	FY2005	FY2006	FY2007
BOP Cash Balance	2,475.048	1,703.858	1,277.551	424.313
Disbursements	24,940.025	25,254.176	25,607.365	25,377.313
Collections	26,328.980	24,827.869	24,754.127	24,868.729
* Transfers	(2,160.145)	0.000		
EOP Cash Balance	1,703.858	1,277.551	424.313	(84.271)
5-Days of Cash	689.625	671.220	674.005	679.687
7-Days of Cash	877.715	862.515	868.002	872.712
10-Days of Cash	1,160.454	1,149.455	1158.997	1162.250

*** Transfers Include:**

FY2004	(350.0)	Jun FY04 AFWCF transferred to Army O&M per OSD direction
	(39.1)	Feb FY04 AFWCF transfer to DECA
	(451.0)	Dec FY04 UTRANSCOM Congressional mark to AF O&M
	(1,100.0)	Apr FY04 USTRANSCOM transfer to Army O&M per OSD direction
	(220.0)	FY04 AFWCF Congressional Mark to AF O&M
Net Transfers	**(2,160.1)**	

AFWCF Total Summary - Financial Highlights

AFWCF Total Summary
(Dollars in Millions)

Wir Force Working Capital Fund
Consolidation

Fiscal Year (FY) 2006/FY 2007
Budget Estimates
February 2005

	2004 Estimated Actual	2005 Revised Request	2006 Request	2007 Request
Cost of Goods Sold	25,472.610	24,878.867	25,436.556	24,949.200
Net Operating Results	591.466	-202.534	-768.751	-117.513
Accumulated Operating Results	268.645	-20.639	-506.100	-646.600
Civilian End Strength	30650	30297	29564	29578
Military End Strength	15026	15501	15466	15770
Civilian Workyears	29355	30267	29477	29263
Military Workyears	14760	14971	13557	13486
Capital Budget Program Authority	350.696	410.167	368.926	369.148

Fund 14
(Dollars in Millions)

Revenues and Expenses
Air Force Working Capital Fund
Consolidation

Fiscal Year (FY)2006/FY 2007
Budget Estimates
February 2005

	2004 Estimated Actual	2005 Revised Request	2006 Request	2007 Request
Revenue:				
Gross Sales	29,265.939	27,602.110	27,769.112	27,980.306
Operations	29,055.992	27,383.273	27,531.375	27,725.358
Capital Surcharge	0.000	0.000	0.000	0.000
Depreciation excl Maj Const	0.000	0.000	0.000	0.000
Major Construction Dep	209.947	218.837	237.737	254.948
Cash Surcharge	0.000	0.000	0.000	0.000
Other Income	379.605	398.567	318.632	321.770
Refunds/Discounts (-)	3,581.468	3,324.344	3,419.939	3,470.389
Total Income:	26,064.076	24,676.333	24,667.805	24,831.687
Expenses:				
Cost of Materiel Sold from Inv	3,665.109	3,638.953	3,746.218	3,870.155
Cost of Materiel Repair	3,365.166	3,570.587	3,750.831	3,539.102
Cost of Condemnation Material Expense Recovery	1,276.822	1,032.826	1,083.146	1,135.860
Cost of Direct Reimbursable Material	414.409	400.853	318.632	321.770
Salaries and Wages:				
Military Personnel Compensation & Benefits	87.925	90.666	52.804	54.272
Civilian Personnel Compensation & Benefits	2,092.019	2,110.916	2,070.011	2,117.271
Voluntary Separation Prog. Incentive	0.163	2.700	2.700	2.700
Reduction in Force	0.000	0.000	0.000	0.000
Retirement Fund Offset - 15%	0.387	0.891	0.909	0.931
Retirement Fund Offset - $80	0.000	0.000	0.000	0.000
Travel & Transportation of Personnel	304.681	296.622	296.001	302.190
Materials & Supplies (For Internal Operations)	4,165.880	4,693.482	4,662.566	4,630.239
Equipment	129.872	149.144	20.200	19.600
Other Purchases from Revolving Funds	1,328.608	1,311.504	1,160.294	1,045.370
Transportation of Things	134.034	104.763	116.045	116.181
Depreciation - Capital	452.484	415.612	435.186	462.940
Printing and Reproduction	4.612	9.837	8.833	8.987
Advisory and Assistance Services	60.985	56.425	22.929	27.740
Rent, Communication, Utilities, & Misc Charges	167.142	154.599	154.392	157.548
Other Purchased Services	7,598.682	6,566.160	7,462.478	7,119.021
Total Expenses	25,248.980	24,606.540	25,364.175	24,931.877
Work in Process, Beginning of Year	693.645	470.015	197.688	125.307
Work in Process, End of Year	470.015	197.688	125.307	107.984
Work in Process, Change	-223.630	-272.327	-72.381	-17.323
Operating Result	591.466	-202.534	-768.751	-117.513
Less Capital Surcharge	0.000	0.000	0.000	0.000
Plus Passthroughs or Other Approps (NOR)	0.000	0.000	0.000	0.000
Other Adjustments (NOR)	-3.076	-2.050	-1.990	-1.987
Net Operating Result (Calculation)	588.390	-204.584	-770.741	-119.500

	2004 Estimated Actual	2005 Revised Request	2006 Request	2007 Request
Prior Year Adjustments	-2.649	0.000	14.480	0.000
Other Changes (AOR)	0.000	0.000	0.000	0.000
Prior Year AOR	1,568.988	268.645	-20.639	-506.100
Accumulated Operating Result	2,154.729	64.061	-776.900	-625.600
Non-Recoverable Adjustment (AOR)	1,886.084	84.700	-270.800	21.000
Accumulated Operating Result for Bdgt Purposes	268.645	-20.639	-506.100	-646.600

AIR FORCE WORKING CAPITAL FUND

U.S. AIR FORCE

OPERATING BUDGET

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Air Force Working Capital Fund
Fiscal Year (FY) 2006/FY 2007 Budget Estimates
Supply Management Activity Group

Activity Group Overview

The Air Force Supply Management Activity Group (SMAG) was incorporated into the Air Force Working Capital Fund effective 11 Dec 1996. During FY01, the Supply Management Activity Group consisted of five diverse wholesale and retail divisions: Material Support, General Support, Medical-Dental, Fuels, and United States Air Force Academy. Effective with the beginning of FY02, the Fuels Division transferred to the Defense Energy Support Center (DESC) as directed by DoD.

The Supply Management Activity Group manages over 1.6 million inventory items including weapon system spare parts, medical-dental supplies and equipment, and other supply items used in non-weapon system applications. The Air Force Supply Management Activity Group is an equal partner in the support of combat readiness for all customers by procuring critical material and making repair parts available for sale to authorized customers. As a part of the inventory, the Air Force maintains a War Reserve Material (WRM) Stockpile. The WRM provides an initial war fighting capability until industrial production can sustain wartime demands.

The Air Force Supply Management Activity Group generates revenue from sales of various supplies to a variety of customers. The primary customers are Air Force Operations and Maintenance, Air Force Reserve, Air National Guard, Foreign Military Sales, Army, Navy and other non-DoD activities, as well as other working capital funds, such as Depot Maintenance.

War Reserve Material (WRM)/ Direct Appropriation

The purpose of Medical War Reserve Materiel is to provide medical supplies and equipment vital to support forces in combat for initial deployment and for the first 60 days of a contingency operation, and to provide basic force health protection to all deploying AF active, reserve, and guard personnel. Availability of this materiel ensures AF personnel can deploy as scheduled and that contingency operations can be conducted until re-supply lines are established and materiel is routinely received from the contiguous United States. The requirement funds the establishment and sustainment of 2,431 assemblages that are maintained in the Medical-Dental Division until required and provide direct support to the war fighter. Approximately 1/3 of the pharmaceuticals must be replaced annually because of very short shelf life or emergence of newer more effective items. Medical equipment requires constant upgrade to provide the maximum required capability possible, and new technology constantly allows for replacement of equipment with smaller, more proficient models. That often drives the requirement for changes in other supply requirements. Medical assemblies are classified into 5 categories: Expeditionary Medical Support, aero-medical evacuation, specialty sets, AF Special Operations, and medical personal protection. In addition, 413 new assemblages projected for build this FY include the following:

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Supply Management Activity Group

Expeditionary Medical Support

1. 4 – EMEDS +25 Assemblies
2. 5 – Medical NBC Assemblies (Upgrade)
3. 6 – EMEDS +10 Re-supply Packages
4. 7 – EMEDS +10 Assemblies
5. 9 – Patient Decontamination Assembly (Upgrade)
6. 10 – Expeditionary Critical Care Teams
7. 10 – Water Distribution Systems
8. 11 – EMEDS +25 Re-supply Packages
9. 11 – Patient Decontamination Assembly
10. 13 – Air Transportable Clinics
11. 13 – Biological Assessment Teams
12. 15 – Expeditionary Capability Infrastructure Module
13. 15 – Medical NBC Assemblies
14. 17 – EMEDS Basic Re-supply Packages
15. 18 – EMEDS Basic Assemblies
16. 23 – Mobile Field Surgical Team Resupply
17. 44 – Preventive Aerospace Medical Teams (Upgrade)
18. 50 – Critical Care Air Transport Team Re-supply

Aero-medical Evacuation

1. 6 – Contingency Aeromedical Staging Flight
2. 7 – Aeromedical Evacuation Operations Teams
3. 97 – Aeromedical Evacuation Flight Re-supply Kits

Specialty Sets

1. 1 – Oral Surgery
2. 1 – Infectious Disease Specialty Set
3. 2 – Critical Care Units
4. 3 – Ancillary Specialty Sets
5. 5 – Consequence Management Specialty Sets
6. 10 – Mental Health Rapid Response

Personal Protection

1. 120 – Shelter First Aid Kits
2. 1100 – Shelter First Aid Kits (Upgrade)

The required pharmaceuticals and medical supplies to make the assemblages fully operational are included. These are available for immediate use or transport to any location. The Medical Dental Division finances contingency medical assets via a direct Congressional appropriation that enables procurement of medical War Reserve Materiel for the Air Force. The Surgeon General of the Air Force is responsible for programming

and execution of funding to provide contingency health care in accordance with Combatant Commander Operational Plans.

The Expeditionary Medical System (EMEDS) has proven itself to be light, lean and lifesaving to the more than 65,000 AF, Joint and Coalition personnel. The high operations tempo environment has brought our current inventory of deployable assets to critical levels. At one point in FY03 the AFMS had no EMEDS Basic assemblages available for deployment because all assets had already been sent to support on-going missions or were committed to operational theaters. Without programmed dollars, the build schedule for EMEDS, man-portable, and specialty sets will leave us in a precarious situation. Additionally, postponed technology insertions threaten to make this premiere system less than current. Keeping pace with the speed of medical device technological advancement to ensure our warfighters have the best possible care provided when they go in harms way places a significant financial burden on our WRM resources. This Division also finances supply and equipment sales in 83 medical treatment facilities worldwide.

Division Overviews

Wholesale Activities

The Material Support Division (MSD) manages over 130,000 depot level reparable (DLR) and consumable items for which the Air Force is the Inventory Control Point (ICP). The Air Force Materiel Command procures the inventory items and all inventory items are generally weapon system related. The Supply Management Activity Group provides cost visibility related to wholesale inventory control point operations (including cataloging and standardization) in support of the MSD. MSD accumulates the costs for civilian and military labor, travel, supplies, expendable equipment, and contractual services. Additionally, this division recovers capital asset depreciation for funding future capital investments. Also, MSD accumulates the expenses for reimbursable services provided by the Defense Logistics Agency (DLA), Defense Logistics Information Services (DLIS), Defense Finance and Accounting Service (DFAS), Defense Reutilization and Marketing Service (DRMS), Defense Information Systems Agency (DISA), and AF Operation and Maintenance - Base Operating Support.

Increased deployments since 1990, aging aircraft, problems in funding spares through most of the 1990s, and low retention of maintenance technicians in recent years have combined and caused a drop in Air Force mission capable (MC) rates from 79.2% in FY94 to a low of 72.7% in FY01. Improved funding and depot surge activity has provided increase aircraft support during FY02 and FY03 providing us the ability to improve the mission capable rate to 75.9% for FY03. In addition to MC rates improving, we also have improved spare parts availability, improving our non-mission capable rates relating to supply (NMCS) from a low 14.3% in FY00 to 10.7% in FY03. These improved statistics were primarily funding based. Some examples include the FY99 Bowwave

funding ($381 Million) which allowed the Air Force to purchase much needed engine components, Kosovo reconstitution funding, and an Air Force decision to provide funding to replace condemned spares.

Retail Activities

The ***General Support Division*** (GSD) finances the Air Force retail inventory and issue requirements for all non-Air Force managed items other than those pertaining to medical requirements. The GSD customers use the majority of items to support field and depot maintenance of aircraft, ground and airborne communication and electronic systems, as well as other sophisticated systems and equipment. The General Support Division also manages many items related to installation, maintenance, and administrative functions. For FY05, our customers received a Congressional increase to their budget of $144M for Interceptor Body Armor which provides critical protection for our troops. For FY06, the number of different items managed by General Support Division is over 1,465,733.

The Surgeon General of the Air Force is responsible for the overall management of the ***Medical-Dental Division***. The AF assigned the central financial and material management functions to the Air Force Medical Logistics Office at Frederick, Maryland. The division manages 3,270 different items through 83 outlets, of which 69 are in the CONUS. The Medical-Dental Division has a War Reserve Material requirement for prepositioned medical supplies and equipment vital to support forces in combat pending resupply. It reduces the demand for high priority transportation and ensures a rapid go-to-war capability.

The ***Air Force Academy Division*** finances the purchase of uniforms and uniform accessories for sale to cadets in accordance with regulations of the Air Force Academy and related statutes. The customer base consists of over 4,000 cadets who receive distinctive uniforms procured from various manufacturing contractors located coast to coast.

Analysis of Undelivered Orders

Summary

Dollars in Millions	FY02	FY03	FY04	FY02-03 Δ	FY03-04 Δ
Academy	$0.6	$0.3	$0.0	-$0.3	-$0.3
Medical Dental	$136.0	$83.0	$92.0	-$53.0	$9.0
General Support Division	$430.6	$581.8	$682.8	$151.2	$101.0
Total Retail	$567.2	$665.1	$774.8	$97.9	$109.7
Material Support Division	$4,489.4	$4,930.1	$4,334.9	$440.7	-$595.2
Total Supply Management Activity Group	$5,056.6	$5,595.2	$5,109.7	$538.6	-$485.4
Flying Hours	2,364,322	2,379,588	2,273,398	15,266	-106,190

Air Force Working Capital Fund
Fiscal Year (FY) 2006/FY 2007 Budget Estimates
Supply Management Activity Group

The Academy is our smallest division with revenues and expense less than $5.0M per year. It has a predictable business base and has no material issues with undelivered orders.

The Medical Dental Division is our second smallest with Revenues and Expenses in the $900M range. The Medical Dental Division has only 4-5 days worth of inventory on hand. It has a turn-over rate of 70-90 times per year with most items having a short delivery schedule. Increases from year to year in undelivered orders are mostly due to customers purchasing late in the fiscal year.

The General Support Division is the largest retail division and the second largest division overall with revenues and expenses that exceed $2.2B. Prior to FY03, the average value for undelivered orders was $373.0M. After 9/11 the increase in direct reimbursements associated with Basic Expeditionary Airfield Resource (BEAR) kits and additional bases overseas have increased customer requirements which will in-turn effect undelivered orders. The additional BEAR Kits are expected to deliver in FY05 with a commensurate change in undelivered orders.

The Material Support Division is our largest division with $7.0B in net Revenues Expenses. The Materiel Support Division has a Buy program of approximately $2.0B and a Repair program of $4.3B. The Buy program has a 5 year delivery schedule and will deliver only 12% of it's assets in the first year, 75% in the next 2 years, and the remaining 13% over the next 2 years. The Repair program has a delivery schedule of 2 years with 75% of the asset delivering in the first year. Changes in our undelivered orders are driven by anticipated changes in our customer requirements (Flying Hours)

Revenue, Expenses and Items Managed

The table below provides revenue and expenses for the total Supply Management Activity Group (includes other income – direct reimbursement).

($ Millions)	FY 2004	FY 2005	FY 2006	FY 2007
Revenue	$ 10,149.5	$ 9,854.0	$ 10,314.3	$ 10,297.9
Expenses	$ 9,968.3	$ 9,911.7	$ 10,315.4	$ 10,297.9
Operating Result	$ 181.2	$ (57.7)	$ (1.1)	$ -
Net Operating Results	$ 181.2	$ (57.7)	$ (1.1)	$ -
Accumulated Operating Results	$ 58.8	$ 1.1	$ -	$ -

Air Force Working Capital Fund
Fiscal Year (FY) 2006/FY 2007 Budget Estimates
Supply Management Activity Group

Military and Civilian End Strength

Civilian End Strength, Full Time Equivalents and Workyears reflect Material Supply Division only. Military End Strength, Full Time Equivalents and Workyears include Supply Management of Material Support Division and Defense Logistics Agency.

	FY2004	FY2005	FY2006	FY2007
Civilian End Strength	2471	2,484	2,509	2,516
Civilian Full Time Equivalents	2419	2,475	2,497	2,513
Military End Strength	60	61	64	64
Military Workyears	60	61	64	64

Customer Price Change (%)

Division	FY 2004	FY 2005	FY 2006	FY 2007
Material Support	18.27%	3.78%	5.74%	5.29%
General Support	10.76%	-2.53%	1.81%	1.84%
Medical-Dental	0.27%	-2.04%	3.69%	3.66%
Academy	-0.28%	-0.02%	-3.65%	1.91%

Stockage Effectiveness

Stockage Effectiveness measures how often the supply system has available for immediate sale those items it intends to maintain at base and depot level supply locations.

Division	FY 2004	FY 2005	FY 2006	FY 2007
Material Support	75%	77%	77%	78%
General Support	87%	87%	87%	87%
Medical-Dental	96%	96%	96%	96%
Academy	97%	97%	97%	97%

Air Force Working Capital Fund
Fiscal Year (FY) 2006/FY 2007 Budget Estimates
Supply Management Activity Group

Item Quantity Requirements

Number of Receipts	6,004,146	5,845,967	6,168,046	6,168,046
Number of Requisitions	7,893,858	7,881,296	8,353,929	8,353,929
Contracts Executed (1,2)	31,242	34,289	34,903	34,903
Purchase Inflation (3)	2.0%	2.0%	2.0%	2.1%
Items Managed	1,676,697	1,636,556	1,597,458	1,597,458

(1) Excludes Med/Dent information - AF Med Log system is unable to generate requested information. Will be included when Defense Medical Logistical Standard System (DMLSS) to be deployed defense wide in FY06.

(2) Excludes MSD - current contracting system cannot distinguish MSD funding if multiple fund citations used on a contract.

(3) Standard Inflation used

(4) FY2004 to FY2005 increase in issues due to GSD

Supply Management Summary
Air Force Working Capital Fund
AF Supply Management Activity Group

SM1

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

Division	Peacetime Inventory	Net Customer Orders	Net Sales	2004 AC Obligation Targets				Commitment Target	Target Total
				Operations	Mobilization	Other	Total		
Supply Managment Activity Group									
ICP Retail Summary									
GSD	1,599.494	2,263.074	2,363.374	2,383.488	94.386	0.000	2,477.854	631.096	3,108.950
Med/Dent	12.236	973.517	964.018	964.018	0.000	0.000	964.018	196.330	1,160.348
Academy	8.186	1.778	1.778	5.429	0.000	0.000	5.429	1.376	6.805
SubTotal	1,619.916	3,238.369	3,329.170	3,352.915	94.386	0.000	3,447.301	828.802	4,276.103
ICP WholeSale Summary									
MSD	20,320.292	6,356.550	6,440.759	6,100.457	0.000	53.464	6,153.921	2,518.608	8,672.529
SubTotal	20,320.292	6,356.550	6,440.759	6,100.457	0.000	53.464	6,153.921	2,518.608	8,672.529
Component Total	21,940.208	9,594.919	9,769.929	9,453.372	94.386	53.464	9,601.222	3,347.410	12,948.632

Supply Management Summary

Air Force Working Capital Fund

AF Supply Management Activity Group

SM1

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

Division	Peacetime Inventory	Net Customer Orders	Net Sales	2005 AP Obligation Targets				Commitment Target	Target Total
				Operations	Mobilization	Other	Total		
Supply Managment Activity Group									
ICP Retail Summary									
GSD	1,592.459	2,268.578	2,305.140	2,358.714	51.942	0.000	2,410.656	632.984	3,043.640
Med/Dent	15.860	838.144	849.115	849.115	81.100	0.000	930.215	216.404	1,146.619
Academy	5.329	8.077	8.077	5.410	0.000	0.000	5.410	1.418	6.828
SubTotal	1,613.648	3,104.799	3,162.332	3,213.239	133.042	0.000	3,346.281	850.806	4,197.087
ICP WholeSale Summary									
MSD	20,056.096	6,230.278	6,293.086	6,397.464	0.000	54.582	6,452.046	2,368.892	8,820.938
SubTotal	20,056.096	6,230.278	6,293.086	6,397.464	0.000	54.582	6,452.046	2,368.892	8,820.938
Component Total	21,669.744	9,335.077	9,455.418	9,610.703	133.042	54.582	9,798.327	3,219.698	13,018.025

Supply Management Summary

Air Force Working Capital Fund

AF Supply Management Activity Group

SM1

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

Division	Peacetime Inventory	Net Customer Orders	Net Sales	2006 R Obligation Targets				Commitment Target	Target Total
				Operations	Mobilization	Other	Total		
Supply Managment Activity Group									
ICP Retail Summary									
GSD	1,541.427	2,261.603	2,268.190	2,268.190	3.600	0.000	2,271.790	621.151	2,892.941
Med/Dent	19.038	1,040.345	1,025.662	1,025.662	42.441	0.000	1,068.303	256.466	1,324.769
Academy	5.216	5.450	5.450	5.450	0.000	0.000	5.450	1.415	6.865
SubTotal	1,565.683	3,307.598	3,299.502	3,299.502	46.041	0.000	3,345.543	879.032	4,224.575
ICP WholeSale Summary									
MSD	20,066.334	6,624.273	6,696.147	6,888.293	0.000	41.526	6,929.819	2,595.496	9,525.315
SubTotal	20,066.334	6,624.273	6,696.147	6,888.293	0.000	41.526	6,929.819	2,595.496	9,525.315
Component Total	21,632.017	9,931.871	9,995.649	10,187.795	46.041	41.526	10,275.362	3,474.528	13,749.890

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Supply Management Summary

Air Force Working Capital Fund

AF Supply Management Activity Group

SM1

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

2007 R

Division	Peacetime Inventory	Net Customer Orders	Net Sales	Obligation Targets				Commitment Target	Target Total
				Operations	Mobilization	Other	Total		
Supply Managment Activity Group									
ICP Retail Summary									
GSD	1,501.702	2,225.596	2,231.852	2,231.852	3.600	0.000	2,235.452	624.919	2,860.371
Med/Dent	12.138	1,113.216	1,099.135	1,099.135	44.054	0.000	1,143.189	274.784	1,417.973
Academy	5.228	5.450	5.450	5.450	0.000	0.000	5.450	1.410	6.860
SubTotal	1,519.068	3,344.262	3,336.437	3,336.437	47.654	0.000	3,384.091	901.113	4,285.204
ICP WholeSale Summary									
MSD	20,219.175	6,639.707	6,639.707	7,124.164	0.000	39.849	7,164.013	2,557.289	9,721.302
SubTotal	20,219.175	6,639.707	6,639.707	7,124.164	0.000	39.849	7,164.013	2,557.289	9,721.302
Component Total	21,738.243	9,983.969	9,976.144	10,460.601	47.654	39.849	10,548.104	3,458.402	14,006.506

Inventory Status

Air Force Working Capital Fund

AF Supply Management Activity Group

SM4

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

2004 AC	Total	Mobil	Peacetime Operating	Peacetime Other
1. Inventory BOP	23,091.666	1,194.426	16,652.088	5,245.152
2. BOP Inventory Adjustments				
a. Reclassification Change (Memo)	0.000	0.000	0.000	0.000
b. Price Change Amount (Memo)	(151.628)	(26.563)	(122.006)	(1.259)
c. Inventory Reclassified and Repriced	22,939.638	1,165.863	16,530.082	5,243.693
3. Receipts at MAC	5,128.297	154.814	4,399.548	573.935
4. Sales at Standard	13,458.531	262.945	13,351.395	(155.809)
5. Inventory Adjustments				
a. Capitalizations + or (-)	97.272	6.189	71.694	19.389
b. Returns from Customers for Credit	3,581.466	0.000	3,581.466	0.000
c. Returns from Customers w/o Credit	(13,385.244)	(309.947)	(9,794.419)	(3,280.878)
d. Returns to Suppliers (-)	(88.512)	(4.739)	(91.001)	7.228
e. Transfers to Property Disposal (-)	(2,055.710)	(148.191)	(1,519.075)	(388.444)
f. Issues/Receipts w/o Reimbursement	(88.862)	2.076	(71.726)	(19.212)
g. Other Adjustments				
1. Destruct, Shrink, Deteriorations, etc.	(65.905)	(9.878)	(42.587)	(13.440)
2. Discounts on Returns	(67.761)	(6.822)	(52.450)	(8.489)
3. Trade-ins	0.000	0.000	0.000	0.000
4. Loss from Disaster	0.047	0.001	0.031	0.015
5. Assembly/Disassembly	10,720.577	259.382	7,842.952	2,618.243
6. Physical Inventory Adj	(804.939)	(17.002)	(587.725)	(200.212)
7. Accounting Adjustments	9,734.684	195.080	7,372.727	2,166.877
8. Shipment Discrepancies	(74.384)	(3.571)	(59.570)	(11.243)
9. Other Gains/Losses	815.809	(32.376)	572.307	275.878
10. Strata Transfers	0.000	0.000	0.000	0.000
11. Strata Transfers in Transit	0.000	0.000	0.000	0.000
12. Other Adjustments - Total	20,258.128	384.814	15,045.685	4,827.629
h. Total Adjustments	8,318.538	(69.798)	7,222.624	1,165.712
6. Inventory EOP	22,928.142	987.934	14,800.859	7,139.349
7. Inventory EOP, Revalued (MAC, Discounted)	22,629.035	704.994	16,515.912	5,408.129
a. Economic Retention (Memo)	2,371.185	0.000	0.000	2,371.185
b. Contingency Retention (Memo)	2,631.771	0.000	0.000	2,631.771
c. Potential DOD Reutilization (Memo)	82.571	0.000	0.000	82.571
8. Inventory on Order at Cost EOP (Memo)	4,323.628	97.997	3,312.436	913.195

Inventory Status

Air Force Working Capital Fund

AF Supply Management Activity Group

SM4

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

2005 AP	Total	Mobil	Peacetime Operating	Peacetime Other
1. Inventory BOP	22,928.143	987.934	14,800.860	7,139.349
2. BOP Inventory Adjustments				
a. Reclassification Change (Memo)	0.000	0.000	0.000	0.000
b. Price Change Amount (Memo)	(67.607)	(12.048)	(54.524)	(1.035)
c. Inventory Reclassified and Repriced	22,860.536	975.886	14,746.336	7,138.314
3. Receipts at MAC	4,917.725	225.365	4,143.787	548.573
4. Sales at Standard	12,831.704	204.105	12,779.762	(152.163)
5. Inventory Adjustments				
a. Capitalizations + or (-)	102.538	5.329	77.103	20.106
b. Returns from Customers for Credit	3,324.344	0.000	3,324.344	0.000
c. Returns from Customers w/o Credit	(13,937.638)	(337.848)	(10,188.390)	(3,411.400)
d. Returns to Suppliers (-)	(35.142)	(3.353)	(40.781)	8.992
e. Transfers to Property Disposal (-)	(1,802.330)	(86.384)	(1,325.540)	(390.406)
f. Issues/Receipts w/o Reimbursement	(106.170)	(1.943)	(84.218)	(20.009)
g. Other Adjustments				
1. Destruct, Shrink, Deteriorations, etc.	(100.709)	(45.085)	(42.013)	(13.611)
2. Discounts on Returns	(68.803)	(6.711)	(52.791)	(9.301)
3. Trade-ins	0.000	0.000	0.000	0.000
4. Loss from Disaster	0.049	0.002	0.031	0.016
5. Assembly/Disassembly	11,138.670	269.231	8,149.036	2,720.403
6. Physical Inventory Adj	(836.374)	(17.639)	(610.660)	(208.075)
7. Accounting Adjustments	8,646.603	208.251	6,531.454	2,106.898
8. Shipment Discrepancies	(23.126)	2.916	(15.229)	(10.813)
9. Other Gains/Losses	1,256.968	51.781	910.160	295.027
10. Strata Transfers	0.000	0.000	0.000	0.000
11. Strata Transfers in Transit	0.000	0.000	0.000	0.000
12. Other Adjustments - Total	20,213.278	462.746	14,869.988	4,880.544
h. Total Adjustments	7,758.880	38.547	6,632.506	1,087.827
6. Inventory EOP	22,705.437	1,035.693	12,742.867	8,926.877
7. Inventory EOP, Revalued (MAC, Discounted)	22,360.533	707.804	16,151.061	5,501.668
a. Economic Retention (Memo)	2,340.356	0.000	0.000	2,340.356
b. Contingency Retention (Memo)	2,597.553	0.000	0.000	2,597.553
c. Potential DOD Reutilization (Memo)	81.497	0.000	0.000	81.497
8. Inventory on Order at Cost EOP (Memo)	4,895.243	117.488	3,710.447	1,067.308

Inventory Status

Air Force Working Capital Fund

AF Supply Management Activity Group

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

SM4

(Dollars in Millions)

2006 R	Total	Mobil	Peacetime Operating	Peacetime Other
1. Inventory BOP	22,705.437	1,035.693	12,742.867	8,926.877
2. BOP Inventory Adjustments				
a. Reclassification Change (Memo)	0.000	0.000	0.000	0.000
b. Price Change Amount (Memo)	(68.674)	(12.242)	(55.381)	(1.051)
c. Inventory Reclassified and Repriced	22,636.763	1,023.451	12,687.486	8,925.826
3. Receipts at MAC	4,953.809	164.764	4,234.653	554.392
4. Sales at Standard	13,419.188	170.691	13,415.588	(167.091)
5. Inventory Adjustments				
a. Capitalizations + or (-)	97.256	(0.540)	76.995	20.801
b. Returns from Customers for Credit	3,419.939	0.000	3,419.939	0.000
c. Returns from Customers w/o Credit	(14,473.599)	(350.024)	(10,585.887)	(3,537.688)
d. Returns to Suppliers (-)	(41.781)	(6.344)	(41.070)	5.633
e. Transfers to Property Disposal (-)	(1,797.609)	(68.999)	(1,315.366)	(413.244)
f. Issues/Receipts w/o Reimbursement	(118.968)	(2.203)	(94.877)	(21.888)
g. Other Adjustments				
1. Destruct, Shrink, Deteriorations, etc.	(93.744)	(33.772)	(45.161)	(14.811)
2. Discounts on Returns	(70.732)	(6.838)	(54.242)	(9.652)
3. Trade-Ins	0.000	0.000	0.000	0.000
4. Loss from Disaster	0.051	0.002	0.033	0.016
5. Assembly/Disassembly	11,573.094	279.735	8,466.859	2,826.500
6. Physical Inventory Adj	(868.338)	(18.398)	(634.744)	(216.196)
7. Accounting Adjustments	9,627.842	227.050	7,103.959	2,296.833
8. Shipment Discrepancies	(24.545)	2.937	(16.240)	(11.242)
9. Other Gains/Losses	1,317.072	44.175	961.788	311.109
10. Strata Transfers	0.000	0.000	0.000	0.000
11. Strata Transfers in Transit	0.000	0.000	0.000	0.000
12. Other Adjustments - Total	21,459.700	494.891	15,782.252	5,182.557
h. Total Adjustments	8,544.938	66.781	7,241.986	1,236.171
6. Inventory EOP	22,716.322	1,084.305	10,748.537	10,883.480
7. Inventory EOP, Revalued (MAC, Discounted)	22,652.937	765.713	16,163.659	5,723.565
a. Economic Retention (Memo)	2,373.679	0.000	0.000	2,373.679
b. Contingency Retention (Memo)	2,634.538	0.000	0.000	2,634.538
c. Potential DOD Reutilization (Memo)	82.658	0.000	0.000	82.658
8. Inventory on Order at Cost EOP (Memo)	5,002.677	112.396	3,761.695	1,128.586

Inventory Status

Air Force Working Capital Fund

AF Supply Management Activity Group

SM4

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

2007 R	Total	Mobil	Peacetime Operating	Peacetime Other
1. Inventory BOP	22,966.322	1,084.305	10,998.537	10,883.480
2. BOP Inventory Adjustments				
a. Reclassification Change (Memo)	0.000	0.000	0.000	0.000
b. Price Change Amount (Memo)	(69.861)	(12.463)	(56.328)	(1.070)
c. Inventory Reclassified and Repriced	22,896.461	1,071.842	10,942.209	10,882.410
3. Receipts at MAC	5,133.556	190.943	4,362.092	580.521
4. Sales at Standard	13,450.133	166.689	13,446.533	(165.089)
5. Inventory Adjustments				
a. Capitalizations + or (-)	101.651	(0.615)	80.392	21.874
b. Returns from Customers for Credit	3,470.389	0.000	3,470.389	0.000
c. Returns from Customers w/o Credit	(15,213.200)	(367.876)	(11,126.953)	(3,718.371)
d. Returns to Suppliers (-)	(40.052)	(6.701)	(39.374)	6.023
e. Transfers to Property Disposal (-)	(1,882.313)	(74.659)	(1,373.620)	(434.034)
f. Issues/Receipts w/o Reimbursement	(124.041)	(2.296)	(98.768)	(22.977)
g. Other Adjustments				
1. Destruct, Shrink, Deteriorations, etc.	(94.261)	(31.309)	(47.411)	(15.561)
2. Discounts on Returns	(73.241)	(6.991)	(56.122)	(10.128)
3. Trade-Ins	0.000	0.000	0.000	0.000
4. Loss from Disaster	0.053	0.002	0.034	0.017
5. Assembly/Disassembly	12,163.341	294.005	8,898.686	2,970.650
6. Physical Inventory Adj	(914.219)	(19.436)	(667.552)	(227.231)
7. Accounting Adjustments	9,571.341	225.581	7,063.706	2,282.054
8. Shipment Discrepancies	(26.553)	2.953	(17.679)	(11.827)
9. Other Gains/Losses	1,349.937	23.699	1,008.968	317.270
10. Strata Transfers	0.000	0.000	0.000	0.000
11. Strata Transfers In Transit	0.000	0.000	0.000	0.000
12. Other Adjustments - Total	21,976.378	488.504	16,182.630	5,305.244
h. Total Adjustments	8,268.812	36.357	7,094.696	1,157.759
6. Inventory EOP	22,868.696	1,130.453	8,952.464	12,785.779
7. Inventory EOP, Revalued (MAC, Discounted)	27,977.517	954.299	21,254.186	5,769.032
a. Economic Retention (Memo)	2,361.811	0.000	0.000	2,361.811
b. Contingency Retention (Memo)	2,621.366	0.000	0.000	2,621.366
c. Potential DOD Reutilization (Memo)	82.244	0.000	0.000	82.244
8. Inventory on Order at Cost EOP (Memo)	4,922.113	106.474	3,702.383	1,113.256

War Reserve Material (WRM) Stockpile

Air Force Working Capital Fund

AF Supply Management Activity Group

SM6

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

STOCKPILE STATUS	2004 AC	Total	WRM Protected	WRM Other
1. Inventory BOP @ std		1,194.426	691.613	502.813
2. Price Change		(28.563)	(28.563)	0.000
3. Reclassification		0.000	0.000	0.000
4.Inventory Changes		347.961	35.727	312.234
a. Receipts @ std		(155.133)	129.489	(284.622)
(1). Purchases		154.814	114.270	40.544
(2). Returns from customers		(309.947)	15.219	(325.166)
b. Issues @ std		112.091	(5.907)	117.998
(1). Sales		262.945	107.136	155.809
(2). Returns to Suppliers		(4.739)	(5.700)	0.961
(3). Disposals		(146.115)	(107.343)	(38.772)
c. Adjustments @ std		391.003	(87.865)	478.858
(1). Capitalization		6.189	4.301	1.888
(2). Gains and Losses		(32.376)	(60.019)	27.643
(3). Other		417.190	(32.137)	449.327
Inventory EOP		987.934	484.505	503.429

1. Storage	0.000
2. Management	0.000
3. Maintenance/Other	0.000
Total Cost	0.000
1. Obligations @ cost	159.757
a. Additional WRM Investment	0.000
b. Replacement/Repair WRm - Rein	159.757
c. Stock Rotation/Obsolescence	0.000
d. Assemble/Disassemble	0.000
e. Other	0.000
Total Request	159.757

War Reserve Material (WRM) Stockpile

Air Force Working Capital Fund

AF Supply Management Activity Group

SM6

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

STOCKPILE STATUS	2005 AP	Total	WRM Protected	WRM Other
1. Inventory BOP @ std		987.934	484.505	503.429
2. Price Change		(12.048)	(12.048)	0.000
3. Reclassification		0.000	0.000	0.000
4.Inventory Changes		468.017	170.237	297.780
a. Receipts @ std		(112.483)	186.942	(299.425)
(1). Purchases		225.365	186.942	38.423
(2). Returns from customers		(337.848)	0.000	(337.848)
b. Issues @ std		112.425	(0.451)	112.876
(1). Sales		204.105	51.942	152.163
(2). Returns to Suppliers		(3.353)	(4.350)	0.997
(3). Disposals		(88.327)	(46.043)	(40.284)
c. Adjustments @ std		468.075	(16.254)	484.329
(1). Capitalization		5.329	3.367	1.962
(2). Gains and Losses		51.781	23.061	28.720
(3). Other		410.965	(42.682)	453.647
Inventory EOP		1,035.693	538.810	496.883
1. Storage		0.000	0.000	0.000
2. Management		0.000	0.000	0.000
3. Maintenance/Other		0.000	0.000	0.000
Total Cost		0.000	0.000	0.000
1. Obligations @ cost		0.000	227.042	0.000
a. Additional WRM Investment		0.000	81.100	0.000
b. Replacement/Repair WRm - Rein		0.000	145.942	0.000
c. Stock Rotation/Obsolescence		0.000	0.000	0.000
d. Assemble/Disassemble		0.000	0.000	0.000
e. Other		0.000	0.000	0.000
Total Request		0.000	227.042	0.000
SM3C Funded Deficit Total		0.000	133.042	0.000

War Reserve Material (WRM) Stockpile

Air Force Working Capital Fund

AF Supply Management Activity Group

SM6

(Dollars in Millions)

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STOCKPILE STATUS 2006 R	Total	WRM Protected	WRM Other
1. Inventory BOP @ std	1,035.693	538.810	496.883
2. Price Change	(12.242)	(12.242)	0.000
3. Reclassification	0.000	0.000	0.000
4.Inventory Changes	402.236	73.112	329.124
a. Receipts @ std	(185.260)	125.782	(311.042)
(1). Purchases	164.764	124.782	39.982
(2). Returns from customers	(350.024)	1.000	(351.024)
b. Issues @ std	93.145	(33.127)	126.272
(1). Sales	170.691	3.600	167.091
(2). Returns to Suppliers	(6.344)	(7.380)	1.036
(3). Disposals	(71.202)	(29.347)	(41.855)
c. Adjustments @ std	494.351	(19.543)	513.894
(1). Capitalization	(0.540)	(2.579)	2.039
(2). Gains and Losses	44.175	14.335	29.840
(3). Other	450.716	(31.299)	482.015
Inventory EOP	1,084.305	592.480	491.825
1. Storage	0.000	0.000	0.000
2. Management	0.000	0.000	0.000
3. Maintenance/Other	0.000	0.000	0.000
Total Cost	0.000	0.000	0.000
1. Obligations @ cost	0.000	142.041	0.000
a. Additional WRM Investment	0.000	42.441	0.000
b. Replacement/Repair WRm - Rein	0.000	99.600	0.000
c. Stock Rotation/Obsolescence	0.000	0.000	0.000
d. Assemble/Disassemble	0.000	0.000	0.000
e. Other	0.000	0.000	0.000
Total Request	0.000	142.041	0.000
SM3C Funded Deficit Total	0.000	46.041	0.000

War Reserve Material (WRM) Stockpile

Air Force Working Capital Fund

AF Supply Management Activity Group

SM6

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

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STOCKPILE STATUS 2007 R	Total	WRM Protected	WRM Other
1. Inventory BOP @ std	1,084.305	592.480	491.825
2. Price Change	(12.463)	(12.463)	0.000
3. Reclassification	0.000	0.000	0.000
4.Inventory Changes	395.989	72.875	323.114
a. Receipts @ std	(176.933)	149.197	(326.130)
(1). Purchases	190.943	148.147	42.796
(2). Returns from customers	(367.876)	1.050	(368.926)
b. Issues @ std	85.033	(37.156)	122.189
(1). Sales	168.689	3.600	165.089
(2). Returns to Suppliers	(6.701)	(7.790)	1.089
(3). Disposals	(76.955)	(32.966)	(43.989)
c. Adjustments @ std	487.889	(39.166)	527.055
(1). Capitalization	(0.615)	(2.758)	2.143
(2). Gains and Losses	23.699	(7.663)	31.362
(3). Other	464.805	(28.745)	493.550
Inventory EOP	1,130.453	645.692	484.761
1. Storage	0.000	0.000	0.000
2. Management	0.000	0.000	0.000
3. Maintenance/Other	0.000	0.000	0.000
Total Cost	0.000	0.000	0.000
1. Obligations @ cost	0.000	143.654	0.000
a. Additional WRM Investment	0.000	44.054	0.000
b. Replacement/Repair WRm - Rein	0.000	99.600	0.000
c. Stock Rotation/Obsolescence	0.000	0.000	0.000
d. Assemble/Disassemble	0.000	0.000	0.000
e. Other	0.000	0.000	0.000
Total Request	0.000	143.654	0.000
SM3C Funded Deficit Total	0.000	47.654	0.000

Sources of Revenue

Air Force Working Capital Fund

AF Supply Management Activity Group

FUND11

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

	2004 AC	2005 AP	2006 R	2007 R
1. New Orders				
a. Orders From DOD Components:				
(1) Air Force				
(a) Aircraft Procurement	28.700	38.496	44.246	48.836
(b) Missile Procurement	0.072	2.263	1.978	1.934
(c) Other Procurement	10.884	3.002	3.965	3.577
(d) Military Construction	0.000	0.000	0.000	0.000
(e) Operations & Maintenance - AF	6,414.292	5,808.615	6,011.703	5,841.966
(f) Military Personnel - AF	0.553	30.942	30.481	26.688
(g) Research and Development - AF	80.336	88.800	81.717	77.724
(h) Reserve Personnel - AF	5.843	4.959	5.999	5.495
(i) Operations & Maintenance - AFRES	384.897	398.128	420.219	419.983
(j) Operations & Maintenance - ANG	1,427.520	1,295.579	1,380.891	1,453.171
(k) Guard Personnel - ANG	4.665	11.712	11.542	10.295
(l) Family Housing	2.813	19.439	17.789	15.886
(m) Special Trust Funds	1.760	8.140	5.473	5.452
(n) Other Air Force	0.000	0.010	0.011	0.013
Total Air Force	8,362.335	7,710.285	8,016.014	7,911.020
(2) Army	53.674	35.027	42.658	47.615
(3) Navy	169.685	185.694	191.823	205.452
(4) MAP/Grant Aid	0.011	0.115	0.118	3.821
(5) Other DOD	1,384.496	1,295.508	1,527.465	1,625.746
Total DOD excluding WCF	9,970.201	9,226.829	9,778.078	9,793.654
b. Orders From Other Fund Activity Groups				
(1) Oth AF Supply Management Activity Groups	0.587	29.528	29.280	31.203
(2) Transportation Activity Group - TRANSCOM	411.678	535.775	556.580	588.649
(3)Depot Maintenance Activity Group	2,525.542	2,560.077	2,657.768	2,671.683
(4) Other WCF Activity Groups	0.008	0.035	0.020	0.006
(5) Commissary, Sur. Coll.	0.000	0.000	0.000	0.000
Total Other Fund Activity Groups	2,937.815	3,125.415	3,243.648	3,291.541
c. Total DOD	12,908.016	12,352.244	13,021.726	13,085.195
d. Other Orders:				
(1) Other Federal Agencies	10.081	17.204	16.687	16.928
(2) Non Federal Agencies	9.225	5.533	5.270	3.595
(3) FMS	249.063	284.440	308.127	348.640
Total	268.369	307.177	330.084	369.163
Total New Orders	13,176.385	12,659.421	13,351.810	13,454.358
2. Carry-In Orders	1,067.895	892.885	772.544	708.766
3. Total Gross Orders	14,244.280	13,552.306	14,124.354	14,163.124
4. Revenue	13,351.395	12,779.762	13,415.588	13,446.533
5. End of Year W-I-P	0.000	0.000	0.000	0.000
6. Direct Contract Obligations	0.000	0.000	0.000	0.000
7. Non-DoD, BRAC, FMS and DWCF Orders	0.000	0.000	0.000	0.000

Revenues and Expenses

Air Force Working Capital Fund

AF Supply Management Activity Group

FUND14

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

	2004 Estimated Actual	2005 Revised Request	2006 Request	2007 Request
Revenue:				
GROSS REVENUE FROM SALES	13,351.396	12,779.762	13,415.588	13,446.533
LESS CREDIT RETRUNS	3,581.468	3,324.344	3,419.939	3,470.389
NET REVENUE FROM SALES	9,769.928	9,455.418	9,995.649	9,976.144
DIRECT REIMBURSEABLES	379.605	398.567	318.632	321.770
Initial Spares	109.090	128.263	126.130	123.495
Readiness Spares Package	143.752	137.262	146.461	150.821
Other Direct Reimbursements	126.763	133.042	46.041	47.654
TOTAL NET REVENUE	10,149.533	9,853.985	10,314.281	10,297.914
Expenses:				
COST OF MATERIEL SOLD FROM INVENTORY	3,665.109	3,638.953	3,746.218	3,870.155
COST OF MATERIAL REPAIR	3,385.166	3,570.587	3,750.831	3,539.102
SUBTOTAL SALES MATERIAL EXPENSE	7,030.275	7,209.540	7,497.049	7,409.257
Condem Mater Expense Recovery (CMER)	1,276.822	1,032.826	1,083.146	1,135.860
COST OF DIRECT REIMBURSEABLE MATERIAL	414.409	400.853	318.632	321.770
Initial Spares	111.865	128.263	126.130	123.495
Readiness Spares Package	96.280	137.262	146.461	150.821
Mobilization	0.000	0.000	0.000	0.000
Other Direct Reimbursements	206.264	135.328	46.041	47.654
SUBTOTAL MATERIAL EXPENSE	8,721.506	8,643.219	8,898.827	8,866.887
BUSINESS OPERATIONS:				
Military Personnel	3.569	4.508	4.662	4.820
CIVILIAN PERSONNEL	171.293	175.202	185.684	188.277
TRAVEL & TRANSPORTATION OF PEOPLE	5.481	6.861	6.977	7.093
MATERIALS & SUPPLIES	5.108	13.250	13.464	13.694
EQUIPMENT	0.000	0.000	0.000	0.000
OTHER WCF PURCHASES	476.304	490.489	420.790	426.439
TRANSPORTATION OF THINGS	116.294	86.336	96.445	97.381
Capital Investment Depreciation	83.088	85.128	65.500	64.100
Printing and Reproduction	1.553	5.755	5.073	5.174
Advisory and Assistance Services	0.000	0.619	0.629	0.640
RENT, COMMUNICATION, UTILITIES	49.870	42.862	43.544	44.267
Other Purchased Services	331.268	377.435	573.774	579.122
SUBTOTAL BUSINESS OPERATIONS	1,246.828	1,288.445	1,416.542	1,431.027
TOTAL EXPENSES	9,968.334	9,911.664	10,315.369	10,297.914
Operating Result	181.199	(57.679)	(1.088)	0.000
Less Capital Surcharge Reservation	0.000	0.000	0.000	0.000
Plus Passthroughs or Other Approps (NOR)	0.000	0.000	0.000	0.000
Mobilization (NOR)	0.000	0.000	0.000	0.000
Other Adjustments (NOR)	0.000	0.000	0.000	0.000
Other Changes (NOR)	0.000	0.000	0.000	0.000
NET OPERATING RESULT (NOR)	181.199	(57.679)	(1.088)	0.000
Prior Year Adjustments (AOR)	0.000	0.000	0.000	0.000
Other Changes (AOR)	0.000	0.000	0.000	0.000
PLUS PRIOR YEAR (AOR)	58.343	58.767	1.088	0.000
Accumulated Operating Result	239.542	1.088	0.000	0.000
Non-Recoverable Adjustment (AOR)	180.775	0.000	0.000	0.000
Accumulated Operating Result for Bdgt Purposes	58.767	1.088	0.000	0.000

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AIR FORCE WORKING CAPITAL FUNDS
DEPOT MAINTENANCE ACTIVITY GROUP (DMAG)
Fiscal Year (FY) 2006/2007 Budget Estimates

DMAG Mission Statement

The Depot Maintenance Activity Group (DMAG) repairs systems and spare parts that ensure readiness in peacetime and provide sustainment to combat forces in wartime. In peacetime, the Air Force enhances readiness by efficiently and economically repairing, overhauling and modifying aircraft, engines, missiles, components and software to meet customer demands. The depots have unique skills and equipment required to support and overhaul both new, complex components as well as aging weapon systems. An extremely important facet of the depots is that during wartime or contingencies, the AF can surge repair operations and realign capacity to support the war-fighter's immediate needs.

Repair and overhaul are accomplished by both Air Force Materiel Command (AFMC) depot and contract operations. Depot Maintenance operates on the fund received from its customers through sales of its services. Contract DMAG program is being realigned under direct funding to provide a more direct relationship between customers and repair contractors. This initiative began by direct funding certain contracts in FY03. The current schedule is to complete the transition by the end of FY07.

DMAG Customers, Products and Services

Depot Maintenance provides support to a variety of customers. DMAG's single largest customer is the Supply Management Activity Group (SMAG), which generates approximately 44 percent of our revenue. The Major Commands, including the Air National Guard and Air Force Reserves, generate approximately 44 percent of our revenue. The remaining balance of the work comes from other services, other government agencies and foreign countries.

Scheduled overhaul for airframes and engines is provided based on a planned timetable or number of cycles for each weapon system. We also repair individual components routed from the field. Missiles and ground electronic systems are repaired through scheduled and unscheduled depot maintenance. Air Force depots provide an extensive software capability to develop or modify software used to operate weapon systems, as well as software designed for diagnostic purposes. The depots manufacture critical components required for parts not otherwise obtainable in a timely or cost effective manner. Finally, DMAG provides storage, regeneration and disposal of excess equipment for all the services at the Aerospace Maintenance and Regeneration Center at Davis-Monthan Air Force Base, Arizona.

DMAG Objectives

There are two primary objectives of the DMAG.

The first primary objective is to provide depot repair capability for fielded and emerging weapon systems. Several actions to meet this first objective are as follows:

- Meet end item delivery commitments 90% of the time by the end of each fiscal year. Exchangeable delivery commitments will be based on the flow day metric.

- Ensure technically compliant operations across all product lines.
- Manage controllable costs to meet or beat the rate of inflation.
- Ensure new and existing weapon systems/technologies are considered during the biennial core assessment to retain a viable organic core capability in the future.
- Continue development, implementation and execution of partnering agreements.
- . Manage costs each year to ensure Net Operating Result (NOR) goals are met or exceeded.
- Drive accepted quality defect rates to .03 per exchangeable item and according to individually established Model Design (MD) and Type Model (TM) defect rates.
- Improve DMAG budget forecasting, budgeting, and execution processes by forecasting within 1% of a) total revenue; b) cost of goods sold; c) expenses; and 2% of Direct Product Earned Hours (DPEHs) produced. Budget for 100% of new customer orders generated from the annual workload review.

The second primary objective is to ensure the ability to rapidly respond to user requirements driven by contingency operations. To accomplish this, short and long term strategies must be developed to implement the depot maintenance strategic plan; strategies that provide the workload capacity and capability to meet depot maintenance: a) peacetime support; b) surge; and c) core requirements by the end of each fiscal year.

Outlook

As the Air Force evolves through current Transformation initiatives, Depot Maintenance will remain a fundamental element of both readiness and sustainability by providing a cost effective rapid repair capability. The Depot Maintenance activity will: a) continue to provide a core Air Force depot capability to retain an in-house source of technical competence; b) continually seek new methods for efficient use of our resources such as partnering, government owned/contractor operated facilities, and contract field teams augmenting in-house operations; and c) continue to invest prudently to find innovative ways to decrease flow days for systems and components, increase parts availability to the repair line and control material costs through process reviews, adoption of commercial practices and engineered standards.

DMAG Mission Description

Depot Maintenance provides capabilities that guarantees mission support of workload for combat forces. Organic Depot Maintenance ensures support of mission essential workloads and support of workloads that commercial sources cannot or will not perform. Contract Depot Maintenance supports non-mission essential workloads and mission essential workloads where the risk of non-support is low. This can include military workloads that have commercial derivatives, where there are multiple contract sources to perform the work, and where these sources have experienced few production disruptions.

Organic Depot Maintenance services include repair, overhaul and modification of aircraft, missiles, engines, engine modules and associated component items, exchangeable spare parts and other major end items. Other services include local manufacture, software maintenance, aircraft storage and reclamation, and support to base tenants. Organic depot maintenance sites include:

Ogden Air Logistics Center (OO-ALC), Ogden, UT
Oklahoma City Air Logistics Center (OC-ALC), Oklahoma City, OK
Warner Robins Air Logistics Center (WR-ALC), Warner Robins, GA
Aerospace Maintenance and Regeneration Center (AMARC), Tucson, AZ

DMAG Mission Organization

The Depot Maintenance Activity Group (DMAG) is managed under a Chief Executive Officer structure. The AFMC Commander (AFMC/CC) is the Chief Executive Officer (CEO). The AFMC Director of Logistics (HQ AFMC/LG) serves as the Chief Operating Officer (COO) and the AFMC Director of Financial Management (HQ AFMC/FM) is the Chief Financial Officer (CFO). At the center level, the Center Commander (CC) has the responsibility (both operational and financial) for Depot Maintenance at that center. The Center Chief Operating Officer (COO) responsibility is exercised by the Director of Maintenance (MA at OC-ALC, OO-ALC and WR-ALC) or the Center Executive Director (CD) at AMARC). Day-to-day management of the financial portion of the DMAG is managed by the center Chief Financial Officer (CFO).

Financial Highlights

Total Customer Orders: ($M)	**FY04**	**FY05**	**FY06**	**FY07**
Organic	5,230.4	5,184.7	5,038.1	5,343.6
Contract	1,320.2	1,000.0	1,000.0	0.0
Total	6,550.6	6,184.7	6,038.1	5,343.6

Revenue and Expenses ($M)	**FY04**	**FY05**	**FY06**	**FY07**
Revenue	6,921.2	6,367.6	6,110.2	5,991.7
- Cost of Goods Sold/Other*	6,528.6	6,364.9	6,420.4	5,991.7
= Net Operating Results	392.6	2.7	(310.2)	0.0
Prior Year AOR	(81.4)	307.4	310.2	0.0
+ Prior Year Gains/Losses	(2.6)	0.0	0.0	0.0
= Revised Prior Year AOR	(84.0)	307.4	310.2	0.0
+Other Changes (AOR)	0.0	0	0.0	0.0
+ Net Operating Result	392.6	2.7	(310.2)	0.0
= End of Year AOR	308.6	310.2	0.0	0.0
- Non-Recoverable Amounts	1.2	0.0	0.0	0.0
= End of Year AOR (Budget Purposes)	307.4	310.2	0.0	0.0

*Other includes the undepreciated value of equipment written off and extraordinary items consistent with the 1307 report. These amounts are identified on the Fund 14 "Other Adjustments (NOR)" line.

Stabilized Sales Rates and Prices

	FY04	FY05	FY06	FY07
Organic Composite Sales Rate	237.84	254.02	258.14	268.80
Rate Change	19.1%	6.8%	1.6%	4.1%
Contract Customer Price Change	7.5%	7.5%	7.5%	

The following list depicts the estimated changes from the FY05 organic composite rate to the FY06 composite rate.

FY05 Composite Stabilized Sales Rate		**254.02**
Price Growth		
Labor	1.80	
Material	5.02	
Business Operations	.42	
Business Overhead	.53	
Total Price Growth	7.77	
FY06 Program Change		
Miscellaneous	4.70	
UUT Software Transfer from MSD to DMAG	5.44	
Material Decrease	-16.31	
Labor	2.52	
Total Program Change	-3.65	
FY06 Proposed Composite Stabilized Sales Rate		**258.14**
FY06 Composite Rate Change		**1.6%**

The following list depicts the estimated changes from the FY06 organic composite rate to the FY07 composite rate.

FY06 Proposed Composite Stabilized Sales Rate		**258.14**
Price Growth		
Labor	2.25	
Material	6.56	
Business Operations	.50	
Business Overhead	.04	
Total Price Growth	9.35	
FY07 Program Change		
Miscellaneous	1.05	
UUT Software Transfer from MSD to DMAG	.05	
Labor	.21	
Total Program Changes	1.31	
FY07 Proposed Composite Stabilized Sales Rate		**268.80**
FY07 Composite Rate Change		**4.1%**

Other	**FY04**	**FY05**	**FY06**	**FY07**
Manpower Resources:				
Civilian Endstrengths	23,110	22,396	21,584	21,601
Civilian Workyears (w/o OT)	21,918	22,426	21,587	21,345
Overtime % (Direct)	13.2	8.8	9.8	11.0
Efficiency % (Direct)	95.2	93.3	87.8	94.7
Military Endstrengths	172	216	216	216
Military Workyears	202	252	244	256

	FY04	**FY05**	**FY06**	**FY07**
Direct Production Earned Hours Produced	22,807	22,755	20,376	21,184

	FY04	**FY05**	**FY06**	**FY07**
Unit Cost (Organic Expense Rate)	214.57	223.25	250.89	258.68

Direct Appropriation: ($M)	**FY04**	**FY05**	**FY06**	**FY07**
	39.0	0.0	0.0	0.0

Capital Budget Program Authority: ($M)	**FY04**	**FY05**	**FY06**	**FY07**
Equipment	102.6	68.8	61.6	76.6
ADPE & Telecom	8.9	7.5	6.7	7.5
Software Development	62.8	63.0	59.6	57.8
Minor Construction	2.0	3.4	5.0	3.0
TOTAL	176.3	142.7	132.9	144.9

Cash: ($M)	**FY04**	**FY05**	**FY06**	**FY07**
Disbursements	6,640.9	6,629.1	6,386.3	6,091.8
Collections	6,825.8	6,431.7	6,012.1	6,002.0
Change in Cash	-184.9	-31.3	-374.2	-89.7
Cash Balance	537.5	506.2	132.0	42.3

Performance Indicators	**Goal**	**FY04**	**FY05**	**FY06**	**FY07**
Net Operating Result ($M)		267.5	2.7	(310.2)	0.0
Due Date Performance	90%	92%	90%	90%	90%
Quality Defect Rate	.22	.26	.22	.22	.22

Current Emphasis:

Prior to FY04, the fund operated at a loss for several years in a row, primarily due to material costs, which grew faster than approved sales rates. We increased sales rates out of cycle in FY03 and increased FY04 and FY05 rates to fully recover costs. Our FY06 proposed rate change of 1.6% reflects a moderation in sales rate increases as material costs have come more in line with projections. However, we are cautious that material costs are very difficult to predict. We want to minimize the sales rate increase to customers as much as possible, but not set it too low to fully recover costs. We believe the FY06 proposed rate is set to achieve both objectives.

During FY05, significant emphasis will be placed on improving our ability to understand material cost. We will develop the tools necessary to separate total material cost into three components: a) the impact of price changes from suppliers, b) the impact of using more material for items repaired, and c) the impact of material changes due to volume of work performed.

DMRT INITIATIVES. Air Force determined that different business rules between contract and organic DMAG contribute to financial losses within the working capital fund (WCF) undermined the organic program and invalidated comparison of organic to contract DMAG performance. Therefore, AF plans to discontinue financing the contract depot maintenance (CDM) program through the WCF. Although using the WCF allows some flexibility in how contract depot maintenance operations are funded, removal will allow depot maintenance managers to focus on core organic operations.

Changes in Cost of Operations

Air Force Working Capital Fund

AF Depot Maintenance Activity Group

FUND2

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

	FY04 TO FY05	FY05 TO FY06	FY06 TO FY07
Cost of Operations			
Organic	4,893.730	5,080.141	5,112.058
Contract	1,408.176	1,010.393	1,233.948
TOTAL	6,301.906	6,090.534	6,346.006
ANNUALIZATION			
Annualization of Civilian Pay	19.161	16.324	10.718
Annualization of Military Pay	0.091	0.100	0.081
TOTAL ANNUALIZATION	19.252	16.424	10.799
PRICE CHANGES			
Organic Civilian Pay Raises	30.689	21.251	21.721
Organic Military Pay Raises	0.271	0.307	0.329
Material Price Growth	51.661	141.341	130.348
Contractor Cost Growth	51.856	36.473	46.832
Contract Interservice Growth	4.608	4.765	3.902
Other Growth	12.212	12.289	13.155
TOTAL PRICE CHANGES	151.297	216.426	216.287
PRODUCTIVITY SAVINGS			
Organic Labor Savings	0.000	0.000	0.000
Material Savings	0.000	0.000	0.000
Organic Other Savings	0.000	0.000	0.000
Contract Savings	0.000	0.000	0.000
TOTAL PRODUCTIVITY SAVINGS	0.000	0.000	0.000
PROGRAM CHANGES			
Organic Labor Workload	(56.120)	(4.459)	6.450
Material Workload	224.449	(228.177)	(93.505)
BOS	(5.458)	17.763	0.250
Contractor Changes	(386.137)	270.266	(523.841)
TOTAL PROGRAM CHANGES	(223.266)	55.393	(610.646)
OTHER CHANGES			
Travel & Transportation	3.861	(0.240)	0.369
Organic Depreciation	(22.589)	1.693	5.604
Organic Facility Maintenance	6.639	(0.057)	(0.155)
Organic Utilities	1.436	0.490	0.514
Data Systems Development	(4.968)	(17.761)	(1.640)
Organic Other ADP	18.921	(6.521)	(0.220)
Organic Equip/Vehicle Rep & Maintenance	(8.801)	1.686	0.816
Miscellaneous	(153.154)	(12.061)	4.629
TOTAL OTHER CHANGES	(158.655)	(32.771)	9.917
TOTAL CHANGES	(211.372)	255.472	(373.643)

Changes in Cost of Operations
Air Force Working Capital Fund
AF Depot Maintenance Activity Group

FUND2

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

	FY04 TO FY05	FY05 TO FY06	FY06 TO FY07
Cost of Operations			
Organic	5,080.141	5,112.058	5,479.803
Contract	1,010.393	1,233.948	492.560
TOTAL	6,090.534	6,346.006	5,972.363

Sources of Revenue

Air Force Working Capital Fund

AF Depot Maintenance Activity Group

FUND11

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

	2004	2005	2006	2007
1. DOD COMPONENTS				
Aircraft Procurement	235.205	151.623	165.143	155.429
Missile Procurement	0.089	8.679	12.722	15.286
Other Procurement	0.100	0.000	0.000	0.000
MAJCOM O&M	2,310.899	2,174.610	2,231.111	1,650.123
ANG O&M	439.226	413.285	418.755	646.273
AFRES O&M	146.333	320.920	298.090	268.912
RDTE	55.334	81.431	67.672	23.117
AF Supply Mgmt Act Group	2,845.306	2,562.695	2,389.126	2,228.256
Other AF Customers	74.778	71.447	90.693	66.574
Other	27.098	0.000	0.000	0.000
TOTAL	6,134.368	5,784.690	5,673.312	5,051.970
2. ORDERS FROM OTHER FUND				
Army	6.662	0.912	0.856	0.857
Navy	131.117	138.836	127.985	89.647
Marine Corps	0.657	0.550	0.462	0.535
TRANSCOM	214.232	200.896	180.920	154.187
Other DOD Customers	1.973	0.005	0.005	0.005
TOTAL	354.641	341.199	310.228	245.231
3. TOTAL DOD ORDERS	6,489.009	6,125.889	5,983.540	5,297.201
4. OTHER ORDERS				
Other Federal Funds	6.773	6.592	6.501	2.901
Trust Funds (Non-Federal)	0.000	0.000	0.000	0.000
FMS (Non-Federal)	44.499	33.643	23.862	17.564
Other Non-Federal Funds	10.312	18.553	24.175	25.895
TOTAL	61.584	58.788	54.538	46.360
5. TOTAL NEW ORDERS	6,550.593	6,184.677	6,038.078	5,343.561
6. CARRY IN ORDERS	2,505.294	2,148.156	1,982.712	1,928.049
7. TOTAL GROSS ORDERS	9,055.887	8,332.833	8,020.790	7,271.610
8. TOTAL GROSS SALES	6,921.247	6,367.648	6,110.224	5,991.673
9. EOY WIP	470.015	197.688	125.307	107.984
10. NON-DOD, BRAC, FMS & TWCF ORDERS&CONTR LI/	275.816	259.684	235.458	200.547
11. FUNDED CARRYOVER	1,388.809	1,507.813	1,549.801	971.406
12. MONTHS OF CARRYOVER	2.514	2.966	3.167	2.021

Revenues and Expenses

Air Force Working Capital Fund

AF Depot Maintenance Activity Group

FUND14

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

	2004	2005	2006	2007
Revenue:				
Gross Sales	6,921.247	6,367.648	6,110.224	5,991.673
Operations	6,906.600	6,349.111	6,091.687	5,973.125
Capital Surcharge	0.000	0.000	0.000	0.000
Depreciation excl Maj Const	0.000	0.000	0.000	0.000
Major Construction Dep	14.647	18.537	18.537	18.548
Cash Surcharge	0.000	0.000	0.000	0.000
Other Income	0.000	0.000	0.000	0.000
Refunds/Discounts (-)	0.000	0.000	0.000	0.000
Total Income:	6,921.247	6,367.648	6,110.224	5,991.673
Expenses:				
Cost of Materiel Sold from Inv	0.000	0.000	0.000	0.000
Salaries and Wages:				
Military Personnel Compensation & Benefits	9.854	12.516	12.142	12.452
Civilian Personnel Compensation & Benefits	1,535.759	1,524.148	1,558.027	1,596.994
Voluntary Separation Prog. Incentive	0.163	2.700	2.700	2.700
Reduction in Force	0.000	0.000	0.000	0.000
Retirement Fund Offset - 15%	0.387	0.891	0.909	0.931
Retirement Fund Offset - $80	0.000	0.000	0.000	0.000
Travel & Transportation of Personnel	14.886	19.181	19.324	20.097
Materials & Supplies (For Internal Operations)	2,964.828	3,240.938	3,154.102	3,190.945
Equipment	0.000	0.000	0.000	0.000
Other Purchases from Revolving Funds	252.665	147.274	125.304	127.931
Transportation of Things	0.000	0.000	0.000	0.000
Depreciation - Capital	166.689	143.751	150.486	162.440
Printing and Reproduction	2.359	2.967	2.560	2.613
Advisory and Assistance Services	0.000	0.000	0.000	0.000
Rent, Communication, Utilities, & Misc Charges	55.381	55.181	56.248	58.261
Other Purchased Services	1,298.935	940.987	1,264.204	796.999
Total Expenses	6,301.906	6,090.534	6,346.006	5,972.363
Work in Process, Beginning of Year	693.645	470.015	197.688	125.307
Work in Process, End of Year	470.015	197.688	125.307	107.984
Work in Process, Change	(223.630)	(272.327)	(72.381)	(17.323)
Operating Result	395.711	4.787	(308.163)	1.987
Less Capital Surcharge	0.000	0.000	0.000	0.000
Plus Passthroughs or Other Approps (NOR)	0.000	0.000	0.000	0.000
Other Adjustments (NOR)	(3.076)	(2.050)	(1.990)	(1.987)
Net Operating Result (Calculation)	392.635	2.737	(310.153)	0.000
Net Operating Result (1307 Report)	392.635	2.737	(310.153)	0.000

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Revenues and Expenses

Air Force Working Capital Fund

AF Depot Maintenance Activity Group

FUND14

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

	2004	2005	2006	2007
Prior Year Adjustments	(2.649)	0.000	0.000	0.000
Other Changes (AOR)	0.000	0.000	0.000	0.000
Prior Year AOR	(81.361)	307.416	310.153	0.000
Accumulated Operating Result	308.625	310.153	0.000	0.000
Non-Recoverable Adjustment (AOR)	1.209	0.000	0.000	0.000
Accumulated Operating Result for Bdgt Purposes	307.416	310.153	0.000	0.000

Materiel Inventory Data

Air Force Working Capital Fund

AF Depot Maintenance Activity Group

FUND16

(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007

Budget Estimates

February 2005

	2004	2005	2006	2007
1. Materiel Inventory BOP	462.413	376.488	281.402	232.360
2. A. BOP Reclassification Changes	0.000	0.000	0.000	0.000
B. Adjust To Standard Price	0.000	0.000	0.000	0.000
3. A. Price Changes	0.000	0.000	0.000	0.000
B. Inventory Reclass & Repriced	462.413	376.488	281.402	232.360
4. Receipts From Commercial Sources	363.774	350.000	325.000	0.000
5. Negotiated Purchases From Customers	0.000	0.000	0.000	0.000
6. Gross Sales	387.305	445.086	374.042	109.403
7. Inventory Adjustments				
A. Capitalizations (Net)(+/-)	0.000	0.000	0.000	0.000
B. Returns To suppliers (-)	(62.394)	0.000	0.000	0.000
C. Transfer To Prop Disposal (-)	0.000	0.000	0.000	0.000
D. Issues/Receipts W/O Reimbrsmnt (+/-)	0.000	0.000	0.000	0.000
E. Customer Returns W/O Credit(+)	0.000	0.000	0.000	0.000
F. DLR Retrograde (+)	0.000	0.000	0.000	0.000
G. Other Inventory Adjustments				
1. Other-Destructions (-)	0.000	0.000	0.000	0.000
2. Other-Discounts on Returns	0.000	0.000	0.000	0.000
3. Other-Trade Ins (-)	0.000	0.000	0.000	0.000
4. Other-Loss From Disaster (-)	0.000	0.000	0.000	0.000
5. Other-Assembly/Disassembly (+/-)	0.000	0.000	0.000	0.000
6. Other-Physical Inventory Adj (+/-)	0.000	0.000	0.000	0.000
7. Other-Accounting Adjustments (+/-)	0.000	0.000	0.000	0.000
8. Other-Shipment Discrepencies (+/-)	0.000	0.000	0.000	0.000
9. Other-Other Gains/Losses (+/-)	0.000	0.000	0.000	0.000
10. Other-Strata Transfers (+/-)	0.000	0.000	0.000	0.000
11. Other-Strata Transers in Transit	0.000	0.000	0.000	0.000
12. Other-Total	0.000	0.000	0.000	0.000
H. Adjustments to Revised Valuation	0.000	0.000	0.000	0.000
I. Total Adjustments	(62.394)	0.000	0.000	0.000
8. Inventory-End of Period	376.488	281.402	232.360	122.957
A. Economic Retention (Memo)	0.000	0.000	0.000	0.000
B. Policy Retention (Memo)	0.000	0.000	0.000	0.000
C. Potential Excess (Memo)	0.000	0.000	0.000	0.000
D. Other (Memo)	0.000	0.000	0.000	0.000
9. Inventory On Order (EOP)	0.000	0.000	0.000	0.000

Air Force Working Capital Fund
Information Services Activity Group (ISAG)
FY06 President's Budget

The Information Services Activity Group was established, effective 1 October 1995 (FY96), under the authority of Section 2208 of Title 10, United States Code. Operations of the group are conducted in accordance with applicable Department of Defense (DoD) policies and regulations. Since then, the Information Technology (IT) market environment has evolved from a programming intensive workload to meeting IT needs using Commercial Off The Shelf (COTS) solutions. This shift combined with the inability to quickly restructure its workforce to respond to the rapidly changing market has neutralized the benefits associated with a WCF business activity. The Air Force and the Office of the Secretary of Defense have determined the ISAG will be able to meet its mission more effectively as a direct funded entity. Therefore, the Air Force is de-capitalizing the Information Services Activity Group in FY06 because it no longer provides the benefits associated with WCF business activities.

DECAPITALIZATION OF THE INFORMATION SERVICES ACTIVITY GROUP (ISAG)

The Information Services Activity Group has been operating as a WCF activity since 1995. ISAG has maintained a customer-seller relationship with those who required their services and recovered operating costs through its rates. When ISAG was capitalized into the WCF its structure was tailored to programming and maintaining legacy systems. However, this customer-seller relationship has eroded as a result of increased uses of COTS solutions. This trend will continue as AF and the DoD modernize their existing legacy systems.

The IT environment is rapidly changing from one that requires a static predictable workload (labor intensive) for legacy systems to one that is heavily dependent on COTS software solutions, which are not labor intensive. These rapid changes in IT solutions are compounded by the length of the budget cycle. Rates are built on projected workload two years in advance of execution. Unplanned decreases in customer demand for the labor-intensive service has resulted in sustained losses. As the ISAG

increases its rates to recover losses it becomes less competitive with the private sector, which further erodes the demand for its services. The driving factor in operational losses is the result of ISAG's inability to reshape its workforce to meet the changing market demand. ISAG cannot easily change its workforce size or skill mix due to union and congressional notification requirements. ISAG's inability to flex workforce resources led to continued losses and increasing customer rates. It is for these reasons that Air Force concluded that ISAG was no longer a viable WCF. Air Force's decapitalization efforts are consistent with Army and Navy decisions to de-capitalize their Information Services components in prior years.

After de-capitalization, the Information Services division will continue to provide IT support to the Air Force and other DoD components. Customer workloads that were performed organically will be direct funded. In addition, the indirect support cost for Commercial Information Technology – Product Area Directorate (CIT-PAD) and contract support will be direct funded. Information Services division will provide these services free of charge to Air Force and DoD customers.

ISAG has assessed their liabilities and will execute a plan to liquidate those liabilities against AFWCF cash. The AFWCF will continue to record minimal residual disbursement and collections activity after the divestiture of ISAG from the WCF due to procedural and timing lags in accounting systems.

The following are functional and performance descriptions of ISAG as a WCF activity. They can also serve as a precursor to expected performance as a direct funded entity.

Functional Description:

There are two Air Force activities acting as one Central Design Activity (CDA) under the command of the HQ Air Force Materiel Command, Wright-Patterson Air Force Base (AFB), Ohio through Electronic Systems Center (ESC) at Hanscom AFB, MA. The two activities are the Materiel Systems Group (MSG) located at Wright-Patterson AFB, OH and the Standard Systems Group (SSG) located at Maxwell AFB – Gunter Annex, AL.

The Information Service division will continue to provide the following CDA information services (1) Development and operational sustainment of automated information and communications systems on existing hardware and software platforms for Air Force Materiel Command level logistics support systems and Air Force base

level standard support systems. This includes a 24-hour by 7-day field user help desk for field users to call for hardware and software systems support; (2) Automated information and communications systems requirements analysis, system design, development, testing, integration, implementation support, and documentation services on mainframe, mid-tier and personal computer hardware/software platforms for Air Force and DoD customers using the Software Engineering Institute Capability Maturity Model processes; and (3) other authorized information system services or products through the acquisition and operation of the Commercial Information Technology Product Area Directorate (CIT-PAD) commodity contracts for the Department of the Air Force and other agencies of the DoD.

As a direct funded Information Services division, it will continue to produce the products and services it preformed as an AFWCF activity.

Productivity:

The Information Services division will continue transforming itself into the net-centric information technology organization required by the AF. This transformation includes a minimum core workforce that optimizes the Information Services division's military, civilian and contractor mix. Re-skilling efforts are underway to ensure we have the right skill mix to meet the Air Force mission requirements.

Financial:

In FY06, all financial data for the Information Service division will be reflected in the Air Force O&M Budget Estimates submissions. Below is the residual AFWCF budget financial data. As part of a working capital fund the budget was structured to separate rate-based expenses (organic exhibits) from the cost reimbursable and CIT-PAD expenses (contract exhibits) so that an accurate rate is developed per direct labor hour. Cost reimbursable expenses include direct contract costs and extraordinary mission unique expenses (e.g., travel, supplies, equipment) that are charged dollar for dollar to the customer. The CIT-PAD expenses are recovered based on a percent of the sale price.

Financial Highlights

Customer Orders:
($ in Millions)
(From the FY06 PB)

	FY04	FY05
Organic	$156.8	$172.9
Contract	553.5	539.6
Total	$710.4	$712.5

Revenue and Expenses:
($ in Millions)

	FY04	FY05
Revenue	$722.0	$701.9
Cost of Goods Sold	732.6	686.4
Net Operating Results	(10.6)	15.5
Total Other Adjustments	(19.3)	(29.9)
Accumulated Operating Result	(29.9)	(14.5)

Stabilized Sales Rates and Prices:

	FY04	FY05
Organic Composite Sales Rate	$77.10	$98.55
Rate Change	8.7%	27.8%
CITPAD Surcharge	1.54%	1.3%

Other Highlights

	FY04	*FY05*
Direct Labor Hours (Hours in Millions)	*1.893*	*1.756*
Capital Budget	*$ 8.5M*	*$8.1M*

Changes from Previous Submission

Other Changes Accumulated Operating Results (AOR):

Loss of Direct Labor Hour Workload: Projected FY05 workload is down from FY04 by 137K hours.

Transformation. The ISAG is aggressively transforming itself into the net-centric information technology organization required by the AF. This transformation includes establishing a minimum core organic workforce that optimizes the ISAG military, civilian and contractor mix (providing flexibility to reshape based on customer demand).

ISAG Expense Reduction Initiatives. The ISAG rate build plan includes aggressive, prudent cost reductions as follow:

(1) A civilian hiring freeze started in October 2002, remains in place. VERA/VSIP funding was budgeted in FY04 and FY05 to support re-skilling and civilian grade roll-back initiatives.

(2) Capital investments have been cut to minimum mission essential purchases. All operating budget expenses have been reduced to minimum essential levels.

Changes in Cost of Operations

Air Force Working Capital Fund

FUND2 | AF Information Services Activity Group | Fiscal Year (FY) 2006/FY 2007 Budget Estimates

(Dollars in Millions) | February 2005

	FY04 TO FY05
COST OF OPERATIONS	*732.640*
PRICE CHANGES	
Military Pay	*1.333*
Civilian Pay	*3.615*
Supply Price Growth	*2.560*
Contractor Cost	*8.830*
Other	*0.547*
TOTAL PRICE CHANGES	16.885
PRODUCTIVITY CHANGES	
Civilian Labor	0.000
Military Labor	0.000
Supply Savings	0.000
Travel Cost Savings	0.000
Contract Cost Savings	0.000
Other	0.000
TOTAL PRODUCTIVITY CHANGES	0.000
PROGRAM CHANGES	
BOS	*(1.770)*
Other	(61.313)
TOTAL PROGRAM CHANGES	*(63.083)*
OTHER CHANGES	0.000
COST OF OPERATIONS	*686.442*

Sources of Revenue

Air Force Working Capital Fund

AF Information Services Activity Group

FUND11

Fiscal Year (FY) 2006/FY 2007 Budget Estimates

(Dollars in Millions)

February 2005

	2004	2005
1. NEW ORDERS		
a. ORDERS FROM DoD COMPONENTS		
Aircraft Procurement	*0.059*	*0.250*
Missile Procurement	*0.000*	*0.000*
Other Procurement	*63.670*	*27.792*
MAJCOM O&M	*339.630*	*395.437*
ANG O&M	*0.437*	*0.000*
AFRES O&M	*4.872*	*0.000*
RDTE	*96.465*	*65.489*
AMC	*0.000*	*0.000*
Other AF Customers	*14.922*	*0.027*
TOTAL	520.055	488.995
b. ORDERS FROM OTHER FUND		
AF Supply Mgmt Act Group	*112.364*	*127.532*
AF Depot Maint Act Group	*22.642*	*41.495*
Army	*1.410*	*0.000*
Navy	*0.005*	*0.000*
Marine Corps	*0.271*	*2.374*
TRANSCOM	*0.000*	*0.000*
Other DOD Customers	*53.616*	*52.140*
TOTAL	190.308	223.541
c. TOTAL DoD ORDERS	710.363	712.536
d. OTHER ORDERS		
Other Federal Funds	*0.000*	*0.000*
Trust Funds (Non-Federal)	*0.000*	*0.000*
FMS (Non-Federal)	*0.000*	*0.000*
Other Non-Federal Funds	*0.000*	*0.000*
TOTAL	0.000	0.000
TOTAL NEW ORDERS	710.363	712.536
2. CARRY IN ORDERS	*161.614*	*149.981*
3. TOTAL GROSS ORDERS	871.977	862.517
4. REVENUE	*721.996*	*701.900*
5. END OF YEAR WIP	*0.000*	*0.000*
6. DIRECT CONTRACT OBLIGATIONS	*0.000*	*0.000*
7. NON-DoD, BRAC, FMS and DWCF ORDERS	0.000	0.000
8. FUNDED CARRYOVER	149.981	160.617
9. MONTHS OF CARRYOVER	2.500	2.700

Revenues and Expenses

Air Force Working Capital Fund

FUND14 — AF Information Services Activity Group — Fiscal Year (FY) 2006/FY 2007 Budget Estimates

(Dollars in Millions) — February 2005

TOTAL	2004	2005
Revenue:		
Gross Sales	721.996	701.900
Operations	721.996	701.900
Capital Surcharge	0.000	0.000
Depreciation exc Maj Const	0.000	0.000
Major Construction Dep	0.000	0.000
Other Income	0.000	0.000
Refunds/Discounts (-)	0.000	0.000
Total Income:	721.996	701.900
Expenses:		
Cost of Materiel Sold from Inv	0.000	0.000
Salaries and Wages:		
Military Personnel Compensation & Benefits	36.402	36.642
Civilian Personnel Compensation & Benefit	99.667	97.066
Travel & Transportation of Personnel	4.314	5.080
Materials & Supplies (For Internal Operations	5.244	12.594
Equipment	122.672	126.544
Other Purchases from Revolving Funds	1.939	1.941
Transportation of Things	0.040	0.027
Depreciation - Capital	7.407	6.433
Printing and Reproduction	0.000	0.015
Advisory and Assistance Services	37.285	34.106
Rent, Communication, Utilities, & Misc. Char	0.491	0.356
Other Purchased Services	417.179	365.638
Total Expenses	732.640	686.442
Operating Result	(10.644)	15.458
Less Capital Surcharge Reservation	0.000	0.000
Plus Passthroughs or Other Approps (NOR)	0.000	0.000
Other Adjustments (NOR)	0.000	0.000
Net Operating Result	(10.644)	15.458
Prior Year Adjustments	0.000	0.000
Other Changes (AOR)	0.000	0.000
Prior Year AOR	(19.294)	(29.938)
Accumulated Operating Result	(29.938)	(14.480)
Non-Recoverable Adjustment (AOR)	0.000	0.000
Accumulated Operating Result for Bdgt Purpo	(29.938)	(14.480)

UNITED STATES TRANSPORTATION COMMAND
TRANSPORTATION WORKING CAPITAL FUND
BUDGET NARRATIVE ANALYSIS

BACKGROUND

This FY 2006-2007 Budget Estimate provides justification for the United States Transportation Command (USTRANSCOM) Transportation Working Capital Fund (TWCF) budget. The Secretary of Defense has designated the Commander, United States Transportation Command (CDR USTRANSCOM) as the single Department of Defense (DoD) manager for the Defense Transportation System (DTS) in peace and war. As such, all common-user transportation assets are under the command authority of CDR USTRANSCOM, except for Service-unique or theater-assigned assets. In September 2003, the Secretary of Defense also designated CDR USTRANSCOM, as DoD's Distribution Process Owner (DPO), charged with improving the overall efficiency and interoperability of distribution related activities: deployment, sustainment, and redeployment. USTRANSCOM submits the TWCF budget as a discrete subset of the Air Force Working Capital Fund budget submission. It reflects the cost authority needed to meet peacetime operations and the surge/readiness requirements to support the National Military Strategy. USTRANSCOM's capital budget supports the Department's In-Transit Visibility and Command and Control needs, facilitating continuous process improvement and modernization.

COMPOSITION OF COMPONENT BUSINESS AREAS

USTRANSCOM's mission is to provide air, land, and sea transportation for the DoD, both in time of peace and time of war. We accomplish our joint mission through our four Component Commands—Air Mobility Command (AMC), Defense Courier Service (DCS), Military Sealift Command (MSC), and Military Surface Deployment and Distribution Command (SDDC). This joint team of transportation Components provides mobility forces and assets for a seamless transition from peace to war. USTRANSCOM is always ready to meet the strategic mobility needs of our nation. A brief description of the role of each Component follows:

AMC serves as the single DoD manager for the nation's airlift services and maintains the worldwide airlift system in a constant state of readiness. Accomplishing this mission directly affects the readiness and sustainability of deployed forces throughout the world as well as the nation's ability to project forces quickly. Airlift capacity generated by the military airlift readiness training program and augmentation from commercial Civil Reserve Air Fleet carriers is used to satisfy sustainment requirements. AMC also manages Service-unique airlift assets for the Department of the Air Force.

DCS provides a global network of courier stations and is the DoD agent for secure custody/rapid transfer of highly classified/sensitive national security materials.

MSC provides sealift support for the Department for both emergent and peacetime requirements. MSC supports four of the Command's major programs—Chartered Cargo, Petroleum Tankers (POL), Strategic Surge (Large Medium Speed Roll-on/Roll-off (LMSR) vessels and Fast Sealift Ships (FSS)), and the Afloat Prepositioning Force – Transportation (APF-T). MSC obtains the majority of its sealift capacity through contracts and government owned/contract operated vessels. MSC also manages Service-unique sealift assets for the Department of the Navy.

SDDC is the single defense manager for traffic management, land transportation, common-user ocean terminals, and common-user intermodal container management during peacetime and war. As transportation manager, SDDC manages freight movement, personal property shipment, and passenger traffic worldwide. As a transportation operator, SDDC operates and manages common-user water terminals throughout the world and monitors movements through all terminals. SDDC also has responsibility for intermodal surface transportation referred to in the budget as Liner Ocean Transportation. Chartered Cargo is a new business area, effective 1 Oct 03. SDDC also manages Service-unique assets for the Department of the Army.

USTRANSCOM's goal is to effectively and efficiently direct the mix of all transportation functions to provide a DTS ready to meet our nation's strategic mobility needs. The Deployment and Distribution Operations Center (DDOC) enables USTRANSCOM to centralize visibility of all transportation requirements within the Defense Transportation System and improve overall efficiency and interoperability of distribution related activities: deployment, sustainment, and redeployment. The DDOC exercises command and control over the entire DTS and ensures efficient use of all assets allowing us to make optimum use of training opportunities while meeting customer requirements.

Our components provide the critical link to the Services' core competencies in organizing, training, and equipping forces. They provide lines of communication to the Services, ensuring assets are available when needed for the transition from peace to war. This is continuously demonstrated during the surge from peacetime sustainment to a massive deployment of people and material in support of the global war on terrorism. USTRANSCOM's successes result from the synergy of military and commercial lift (air, land, and sea), air refueling, port operations, and afloat prepositioning—all requiring the team efforts of the Commander's Staff and our components.

BUDGET HIGHLIGHTS

One of the Department's highest priority goals is to maintain robust and responsive defense transportation and distribution system as a critical element of America's national security strategy for rapid power projection and sustainment. USTRANSCOM's ability to move and sustain sufficient numbers of U.S. forces, equipment and supplies, enables us to defend vital national interests anywhere in the world at a moment's notice. Our support for the Global War on Terrorism (GWOT) dominates the cost

changes from FY 2004 to FY 2007. FY 2004 data reflects actual results while FY 2005 through FY 2007 contains our most recent GWOT assumptions. The following budget highlights discuss our various initiatives and budget changes.

ECONOMIES AND EFFICIENCIES

Since the inception of the TWCF in 1992, USTRANSCOM productivity and cost avoidance initiatives and organizational streamlining efforts have resulted in savings of over $1.3 billion. In cooperation with the Services, USTRANSCOM has made significant progress in streamlining the components. As a Unified Command, USTRANSCOM does not have the authority to direct organizational change within the components. That is a Service authority granted under Title 10. However, over the past decade, USTRANSCOM has teamed with our components and their parent Services to right size commensurate with overall USTRANSCOM and DoD plans. Streamlining efforts are an important step toward achieving a leaner, more efficient DTS, while preserving warfighting capability. Following is an outline of DPO cost avoidance initiatives, productivity and cost avoidance initiatives, and streamlining savings.

DISTRIBUTION PROCESS OWNER (DPO) COST AVOIDANCE INITIATIVES: Since USTRANSCOM's designation as DPO in 2003, the DPO has produced over $359 million in savings and cost avoidance initiatives. These cost avoidances made scarce GWOT funding available to support the warfighter in theatre. Initiatives include:

- Shifting transportation modes from air to sea
- Canceling orders due to supply system interventions
- Identifying lost transportation equipment and returning to the supply system
- Canceling redundant refrigerated container contracts subsequent to Defense Logistics Agency building new warehouse
- Comparing competing transportation mode rates prior to awarding contracts

PRODUCTIVITY AND COST AVOIDANCE INITIATIVES: Since its inception as a revolving fund activity in FY 1994, USTRANSCOM has produced over $1.0 billion in savings due to productivity and cost avoidance initiatives. These include:

- Initiating overhead cost reduction initiatives at SDDC
- Renegotiating ship contracts
- Reducing ship testing periods
- Devising fuel savings techniques for our ship charters
- Operating aircraft channels and utilizing aircraft more efficiently
- Scrubbing asset maintenance requirements to ensure only the minimum required expenditures
- Implementing Strategic Distribution Management Initiative
- Revising flying hour models – using more simulation
- Phasing out unneeded commercial air capacity

- Replacing commercial capability with seat-pallet equipped C-17s
- Phasing out unneeded commercial air passenger capacity

USTRANSCOM continues to significantly reduce costs, while maintaining required DTS wartime readiness levels.

STREAMLINING-SAVINGS INITIATIVES: From FY 1997 to FY 2007, USTRANSCOM's budget has reflected over $226 million in savings because of streamlining initiatives. These initiatives improved customer service, reduced costs, and resulted in operations that are more efficient. As the single manager for defense transportation, USTRANSCOM has aggressively pursued numerous reengineering initiatives. These actions have resulted in a more efficient organization to support peacetime responsibilities, while preserving go-to-war readiness capability and effectiveness. Initiatives include:

- Reengineering strategic airlift
- Eliminating redundancies between components
- Implementing base realignment and closure actions
- Rightsizing port infrastructure
- Consolidating command headquarters
- Streamlining organizational structures
- Implementing cost savings initiatives

COST

The following table summarizes costs approved in this submission.

COST ($ IN MILLIONS)	FY 2004	FY 2005	FY 2006	FY 2007
Air Mobility Command	$5,474	$5,568*	$6,261*	$6,155*
Military Sealift Command	$1,101	$917	$935	$969
Surface Deployment and Distribution Command	$1,658	$1,421	$1,495	$1,526
Defense Courier Service	$13	$11	$12	$12
Total	$8,246	$7,917	$8,703	$8,662

* Air Mobility Command numbers reflect $26 million, $32 million, and $31 million in FY 2005 – FY 2007 respectively for Distribution Process Owner and Distribution Systems Portfolio Manager Functions.

Major Cost Changes from FY 2005 in the FY 2005 President's Budget to FY 2005 in the FY 2006 President's Budget:

Air Mobility Command: Cost increases by $2,364 million

+$1,924 million – GWOT workload
+$506 million – Fuel and other pricing changes
+$63 million – Depot maintenance
+$4 million – Other
($70) million – Flying hour cost changes
($63) million – Commercial augmentation

Military Sealift Command: Cost increases by $293 million

+$201 million – GWOT workload
+$46 million – Fuel and other pricing changes
+$20 million – Reimbursable Force Protection costs
+$14 million – GWOT ship reconstitution
+$12 million – Additional Army Prepositioning ship

Surface Deployment and Distribution Command: Cost increases by $622 million

+$379 million – GWOT workload
+$144 million – Container detention related to GWOT
+$55 million – TDY reservists costs for Port Security related to GWOT
+$32 million – Inflation and other pricing changes
+$12 million – Other

Major Cost Changes from FY 2005 to FY 2006 in the FY 2006 President's Budget:

Air Mobility Command: Cost increases by $687 million

+$587 million – C-17 maintenance costs transfer from Aircraft Procurement, Air Force appropriation
+$239 million – Fuel and other pricing changes
+$7 million – Increased depreciation
+$7 million – GWOT workload
($87) million – Commercial Augmentation productivity initiatives
($62) million – Decreased depot maintenance
($4) million – Other

Military Sealift Command: Cost increases by $18 million

+$19 million – Fuel & other pricing changes
+$11 million – GWOT vessel reconstitution
($6) million – Reimbursable Prepositioning costs
($5) million – Shore side support
($1) million – GWOT workload reduction

Surface Deployment and Distribution Command: Cost increases by $74 million

+$31 million – Pricing changes
+$22 million – GWOT workload
+$21 million – Other

Defense Courier Service: Cost increases by $1 million due to higher civilian personnel and transportation costs.

Major Cost Changes from FY 2005 to FY 2006 in the FY 2006 President's Budget:

Air Mobility Command: Cost decreases by $105 million

+$33 million – C-17 Contractor Logistics Support (CLS)—15 additional airframes
+$20 million – Commercial augmentation
+$1 million – Pricing changes
($107) million – Decreased depot maintenance
($52) million – Productivity initiatives

Military Sealift Command: Cost increases by $34 million

+$57 million – Additional Army Prepositioning vessels
+$13 million – General inflation
+$7 million – Fuel consumption
+$5 million – GWOT workload
($26) million – Vessel maintenance
($15) million – GWOT vessel reconstitution
($7) million – Fuel pricing

Surface Deployment and Distribution Command: Cost increases by $31 million

+$30 million – Pricing Changes
+$12 million – GWOT Workload
($11) million – Other

REVENUE

The following table summarizes revenue approved in this submission.

REVENUE ($ IN MILLIONS)	FY 2004	FY 2005	FY 2006	FY 2007
Air Mobility Command	$5,598	$5,346	$5,689	$6,014
Military Sealift Command	$1,046	$918	$936	$979
Surface Deployment and Distribution Command	$1,610	$1,478	$1,606	$1,537
Defense Courier Service	$17	$11	$12	$12
Total	$8,271	$7,753	$8,243	$8,542

REVENUE: Revenue estimates are derived by using approved stabilized rates multiplied by various workload measures (i.e., flying hours, ton miles, passenger miles, ship days, measurement tons, vehicles). While workload can vary widely, prices established during the budget process generally remain fixed during the year of execution. However, to avoid the build up of excess cash balances that have taken place in the recent past, USTRANSCOM rates can now be adjusted to maintain DWCF solvency or to prevent the build up of excess cash.

Another source of revenue for USTRANSCOM is the Air Force's Airlift Readiness Account (ARA). The ARA is funded by the Air Force for military-unique costs of airlift operations. It is the calculated difference between budgeted USTRANSCOM costs less anticipated revenue based on commercial transportation rates. Air Mobility Command's (AMC's) airlift system is structured to meet readiness requirements, resulting in additional costs not incurred by the commercial sector. The ARA represents an additional source of funding to cover the gap between the Transportation Working Capital Fund's (TWCF) readiness-driven expenses and commercially competitive rate revenue.

ARA estimates included in the budget are as follows:

ARA ($ IN MILLIONS)	FY 2005	FY 2006	FY 2007
	$0	$0	$320

NET OPERATING RESULT/ACCUMULATED OPERATING RESULT (NOR/AOR)

The following table summarizes NOR/AOR approved in this submission.

NOR/AOR ($ IN MILLIONS)	FY 2004	FY 2005	FY 2006	FY 2007
Beginning AOR	$1,611	($68)	($318)	($506)
Operating Result	$25	($165)	($459)	($120)
Non-recoverable	($1,704)	($85)	$271	($21)
Ending AOR	($68)	($318)	($506)	($647)

NOR/AOR: The FY 2005 NOR is a negative $1,024 million in the FY 2005 President's Budget. The current FY 2005 estimate is a negative $165 million. This increase reflects the re-pricing of FY 2005 GWOT workload to recover the full cost of operations.

DISBURSEMENTS, COLLECTIONS, AND NET OUTLAYS

FY 2005 cash reflects slightly less than the minimum cash required under Department Financial Regulations. FY 2006 and FY 2007 reflect significantly less than the minimum requirement and will be re-examined during next years review.

The following table summarizes disbursements collections, and net outlays approved in this submission.

($ IN MILLIONS)	FY 2004	FY 2005	FY 2006	FY 2007
Disbursements	$9,784	$8,076	$8,960	$8,954
Collections	$8,695	$7,908	$8,514	$8,564
Net Outlays	$1,089	$168	$446	$390

UNIT COST

The following tables summarize the unit cost targets approved in this submission.

AIR MOBILITY COMMAND UNIT COST	FY 2004	FY 2005	FY 2006	FY 2007
Channel Passenger (million passenger miles)	$237,939	$340,384	$385,248	$404,460
Channel Cargo (million ton miles)	$1,179,172	$1,555,063	$1,784,373	$1,777,645
SAAM/JCS (million ton miles)	$847,534	$942,960	$1,041,276	$1,022,884
Training (cost per flying hour)				
--- C-5	$18,037	$24,779	$25,575	$22,729
--- C-17	$8,604	$10,534	$14,782	$14,765
--- C-141	$8,690	$0	$0	$0

MILITARY SEALIFT COMMAND UNIT COST	FY 2004	FY 2005	FY 2006	FY 2007
Petroleum Tanker Ship Days	$44,958	$48,935	$49,459	$44,673
Surge Full Operating Status (FOS) Ship Days	$56,065	$47,054	$55,126	$61,965
Surge Reduced Operating Status (ROS) Ship Days	$15,833	$22,379	$22,581	$24,456
Army Afloat Prepo Ship Days	$47,541	$53,700	$50,384	$54,521
Air Force Afloat Prepo Ship Days	$37,821	$39,600	$40,274	$40,434
Defense Logistics Agency (DLA) Afloat Prepo Ship Days	$33,607	$37,534	$45,342	$49,589
Chartered Cargo Ship Days	$43,512	$45,685	$52,894	$50,858

MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND UNIT COST	FY 2004	FY 2005	FY 2006	FY 2007
Cargo Operations (measurement ton)	$16.46	$23.24	$24.14	$25.41
Global POV (vehicle)	$3,125.00	$3,053.00	$3,162.00	$3,220.00
Liner Ocean Transportation (measurement ton)	$123.28	$91.48	$96.55	$97.34
Chartered Cargo (per diem days)	$22,303.00	$21,645.00	$22,105.00	$22,500.00

DEFENSE COURIER SERVICE UNIT COST	FY 2004	FY 2005	FY 2006	FY 2007
Cost per 1,000 pounds delivered	$4,127	$5,550	$6,000	$6,150

WORKLOAD ASSUMPTIONS

Workload at USTRANSCOM consists of three things:

(1) Readiness – training of airlift crews and maintaining the Nation's mobilization infrastructure for the purpose of adequate wartime surge capacity
(2) Contingency Operations – emergent humanitarian, peacekeeping, and other operations ordered by the President of the United States that require transportation services
(3) Recurring peacetime workload – the routine movement via air, land, and sea of our DoD and non-DoD customers' cargo and passengers

Readiness: In preparing to execute the requirements of the DoD Quadrennial Defense Review, USTRANSCOM assessed the strategic environment and appropriate role for its global mobility force pertaining to the new defense strategy. This effort continues as USTRANSCOM proactively supports Strategic Planning Guidance directed mobility studies related to the military's current, mid-term and future force structure, as well as Service transformation efforts. U. S. military forces must be prepared to meet all potential threats this environment may pose. USTRANSCOM is challenged in meeting the threat with a reduced number of aircraft due to the retirement of 270 C-141s that will be replaced by 180 C-17s. The solution is to meet the strategic airlift minimum moderate risk requirement of 54.5 measurement ton mile (MTM) per day, which is the

basis for programming efforts. This airlift baseline measure will also be the benchmark as the new defense strategy is assessed. A key aspect of the airlift modernization plan is the C-5 Reliability Enhancement and Re-engineering Program. Surge sealift investment programs have proven to be sufficient and are at full capacity with the completion of the Large Medium-Speed Roll-on/Roll-off Ships. Fast Sealift Ships and the Ready Reserve Force must also be maintained to ensure they remain at their required readiness levels. However, while the past several years' enhancements to the support forces and reserve units have improved warfighting capabilities, the distance and the time requirements for deployment have increased overall lift demands as a result of the new strategy and Service transformation efforts. In addition to maintaining the current mobility force structure, new airlift and sealift technologies will be exploited to ensure the mobility force can meet customer needs and support combatant commanders on a global scale. At the same time, USTRANSCOM continues to be innovative in maintaining established relationships with commercial partners for both air and sealift to assure access to capability when and where needed. USTRANSCOM also ensures there is sufficient capability in the Guard and Reserve to augment mobility forces for contingency and wartime, as well as a robust infrastructure that ensures adequate throughput capability from an end-to-end perspective to support deployment and global distribution and sustainment.

Contingency Operations: Military Strategy requires DoD to be actively engaged throughout the world to minimize security risks to the United States. Specifically, the strategy cites peacekeeping operations, counter proliferation of weapons, humanitarian missions, and drug trafficking interdiction as the means to mitigate recurring security risks. Contingency operations in support of the Global War on Terrorism will continue to increase USTRANSCOM OPTEMPO. In some cases, contingency workload substitutes for normal workload. Transported units are not conducting normal training but are engaged in real world operations. However, current efforts to combat terrorism far exceed normal training requirements. FY 2004 reflects actual performance while FY 2005 through FY 2007 contains the most recent GWOT assumptions.

Recurring Peacetime Workload: Peacetime workload estimates are established based on current customer transportation projections. Customers provide the projections to USTRANSCOM via workload conferences, other correspondence, and historical trends, combined with analysis of future force structure.

The following tables reflect the workload assumptions included in this budget submission.

AIR MOBILITY COMMAND WORKLOAD	FY 2004	FY 2005	FY 2006	FY 2007
Training Flying Hours C-5	6,835	6,240	5,640	4,800
Training Flying Hours C-17	25,489	31,270	31,860	33,335
Training Flying Hours C-141	1,047	0	0	0
Channel Passenger Miles	1,421.9	1,125.3	784.1	698.6
Channel Cargo Ton Miles	1,432.6	1,329.8	1,320.0	1,321.2
SAAM/JCS Ton Miles	3,494.7	2,765.1	2,838.9	2,826.5

MILITARY SEALIFT COMMAND WORKLOAD	FY 2004	FY 2005	FY 2006	FY 2007
Petroleum Tanker Ship Days	3,203	2,863	2,863	2,863
Surge FOS Ship Days	3,182	2,308	1,785	1,425
Surge ROS Ship Days	6,954	6,935	6,935	6,935
Army Afloat Prepositioning Ship Days	3,660	3,892	4,168	5,110
Air Force Afloat Prepositioning Ship Days	1,404	1,399	1,460	1,427
DLA Afloat Prepositioning Ship Days	732	730	730	730
Chartered Cargo Ship Days	5,433	3,789	3,611	3,789

MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND WORKLOAD	FY 2004	FY 2005	FY 2006	FY 2007
Cargo Operations (measurement ton)	14,500,000	12,000,000	12,000,000	12,000,000
Global POV (vehicle)	68,000	74,000	74,000	74,000
Liner Ocean Transportation (measurement ton)	7,600,000	8,000,000	8,000,000	8,000,000
Chartered Cargo (per diem days)	1520	1520	1520	1520

DEFENSE COURIER SERVICE WORKLOAD	FY 2004	FY 2005	FY 2006	FY 2007
Pounds Delivered (thousands)	3,126	2,000	2,000	2,000

CUSTOMER RATE CHANGES

The following tables reflect the rate changes included in this budget submission.

AIR MOBILITY COMMAND RATE CHANGES	FY 2004	FY 2005	FY 2006	FY 2007
Channel Passengers	1.7%	10.3%	2.0%	2.1%
Channel Cargo	1.7%	1.8%	2.0%	2.1%
SAAM/JCS	-13.3%	52.5%	-5.2%	-3.3%
Training	2.7%	-8.0%	38.0%	-1.6%

MILITARY SEALIFT COMMAND RATE CHANGES	FY 2004	FY 2005	FY 2006	FY 2007
Petroleum Tanker ships	-50.8%	35.3%	31.1%	-18.0%
Surge FOS	-5.4%	-2.0%	2.3%	-24.1%
Surge ROS	-9.6%	-2.5%	-3.5%	47.4%
Army Afloat Prepositioning	8.2%	5.7%	7.2%	-3.7%
Air Force Afloat Prepositioning	-2.9%	-2.6%	9.3%	-0.7%
DLA Afloat Prepositioning	-28.4%	23.0%	-10.9%	29.7%
Chartered Cargo	-42.7%	-3.9%	-1.0%	13.6%

MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND RATE CHANGES	FY 2004	FY 2005	FY 2006	FY 2007
Cargo Operations	20.0%	33.3%	-29.7%	48.2%
Global POV	15.6%	17.1%	-18.8%	-1.5%
Liner Ocean Transportation	-2.6%	-10.4%	0.7%	-15.2%
Chartered Cargo	N/A	7.3%	4.5%	-4.5%

DEFENSE COURIER SERVICE RATE CHANGES	FY 2004	FY 2005	FY 2006	FY 2007
Pounds Delivered	20.1%	17.1%	6.3%	3.4%

CAPITAL PURCHASE PROGRAM

This budget enables USTRANSCOM to continue to ensure readiness in the 21st century. Our Capital Purchase Program (CPP) includes investment in Automated Data Processing Equipment (ADPE) and telecommunications equipment, software development, minor construction, and equipment (other than ADPE and telecommunications). Global Transportation Network 21 (GTN21) and Defense Enterprise Accounting and Management System (DEAMS) are two of our software development efforts.

The following table reflects the Capital Purchase program included in this budget submission.

CAPITAL ($ IN MILLIONS)	FY 2004	FY 2005	FY 2006	FY 2007
Equipment	$11	$4	$3	$2
ADPE and Telecom Equip	$45	$58	$58	$56
Software Development	$122	$148	$121	$114
Minor Construction	$11	$12	$12	$12
Total CPP	$189	$222	$194	$184

MANPOWER TRENDS

USTRANSCOM's staffing is approximately 77% military and 23% civilian. Maintaining a ready airlift capability consumes 84% of the workforce. Military Sealift Command meets the majority of its requirements through commercial charter and port contracts; therefore, it is not (Civilian Direct hire) employee intensive. The efficient use of manpower in the components is integral to the national mobilization and strategic lift capability.

The following tables provide a summary of the manpower assumptions included in this budget submission.

CIVILIAN FULL-TIME EQUIVALENTS

	FY 2004	FY 2005	FY 2006	FY 2007
U.S. Direct Hire	3,320	3,664	3,738	3,777
Foreign National Direct Hire	186	196	196	196
Foreign National Indirect Hire	414	429	427	424
Total Civilian	3,920	4,289	4,361	4,397

CIVILIAN END STRENGTH

	FY 2004	FY 2005	FY 2006	FY 2007
U.S. Direct Hire	3,415	3,693	3,800	3,815
Foreign National Direct Hire	190	198	198	198
Foreign National Indirect Hire	431	433	428	428
Total Civilian	4,036	4,324	4,426	4,441

MILITARY END STRENGTH AND WORKYEARS

	FY 2004	FY 2005	FY 2006	FY 2007
Army	224	225	225	224
Navy	189	196	196	197
Marine Corps	19	15	15	15
Air Force	13,703	14,061	14,026	14,390
Total Military End Strength	14,135	14,497	14,462	14,826
Total Military Workyears	13,763	14,115	12,801	12,728

Military Workyears: Workyear levels are computed using a three-year rolling average in accordance with budget guidance.

PERFORMANCE MEASURES

Air Mobility Command:

Number of Pallets - Percentage of pallet positions offered versus used on CONUS outbound channel cargo missions
GOAL: 92%

On-Time Commercial Mission - Percentage of time channel commercial missions are within 20 minutes of scheduled departure
GOAL: 94%

Flight Crew Readiness - Percentage of assigned crews qualified to fly primary missions
GOAL: 90%

Military Sealift Command:

On-Time Pickup or Delivery - Percentage of shipments that meet required lift dates or delivery dates based on predetermined agreed upon lift and delivery requirements as established by the customer
GOAL: 95%

Ship Availability - Days against plan that ships are actually available to perform their intended function
GOAL: 95%

Surface Deployment and Distribution Command:

Percent of assured access agreements to Commercial Intermodal and Rail Services Secured (CONUS) - Gain CONUS assured access to sufficient rail capability; intermodal capacity, equipment, lift and terminal services; and commercial sealift. SDDC is establishing assured access agreements with intermodal and rail providers.
GOAL: 70%

Percent of eligible carriers participating in Voluntary Intermodal Sealift Agreement program - Gain CONUS assured access to sufficient rail capability; intermodal capacity, equipment, lift and terminal services; and commercial sealift. SDDC is increasing the number of eligible carriers participating in Voluntary Intermodal Sealift Agreement
GOAL: 100%

Percent of Time Definite Deliveries met - Forward-looking traffic management that integrates end-to-end systems and provides In-Transit Visibility (ITV) capability allowing SDDC to consistently anticipate, analyze, and act to facilitate global transportation services.
GOAL: 99%

Percent of Cargo Moving with ITV - Forward-looking traffic management that integrates end-to-end systems and provides ITV capability allowing SDDC to consistently anticipate, analyze, and act to facilitate global transportation services.
GOAL: 100%

Percent of Time, Systems Accessible to Internal and External Customers – Provides reliable communications to include all communications media, e.g., information technology networks, phone, radio.
GOAL: 99%

Changes in the Costs of Operation
Component: United States Transportation Command/Activity Group: Transportation
Date: February 2005
(Dollars in Millions)

	Expenses
FY 2004 Estimated Actual:	$8,246.1
FY 2005 Estimate in President's Budget:	$4,617.3
Estimated Impact in FY 2005 of Actual FY 2004 Experience:	$21.6
Pricing Adjustments:	$559.7
a. FY 2005 Pay Raise	$3.3
(1) Civilian Personnel	$3.1
(2) Military Personnel	$0.2
b. Annualization of Prior Year Pay Raises	$2.3
(1) Civilian Personnel	$1.4
(2) Military Personnel	$0.9
c. Fuel Adjustment	$314.3
d. Commercial/Military Augmentation Price Adjustment	$133.2
e. Flying Hour Pricing Adjustment	$98.5
f. General Purchase Inflation	$6.1
g. Commercial Charter Sealift Contract Price Adjustment	$3.9
h. Stevedore Contract Price Adjustment	($1.9)
Productivity Initiatives & Other Efficiencies:	$20.1
a. Commercial Augmentation - DC-8 Combi	$21.6
b. Personnel Costs	$1.4
c. Commercial Augmentation - Fixed Buys	$0.1
d. Other	($3.0)
Program Changes:	$2,699.2
a. GWOT Workload	$2,702.7
b. Increased Depot Maintenance Costs	$62.8
c. Sealift Workload Changes	$45.5
d. Distribution Process Owner Costs	$26.2
e. Other	$17.7
f. Airlift Workload and Other Changes	($155.7)
FY2005 Current Estimate:	$7,917.9

Changes in the Costs of Operation
Component: United States Transportation Command/Activity Group: Transportation
Date: February 2005
(Dollars in Millions)

	Expenses
FY2005 Current Estimate:	$7,917.9
Pricing Adjustments:	$303.1
a. FY 2006 Pay Raise	$7.4
(1) Civilian Personnel	$6.2
(2) Military Personnel	$1.2
b. Annualization of Prior Year Pay Raises	$3.1
(1) Civilian Personnel	$2.8
(2) Military Personnel	$0.3
c. Commercial/Military Augmentation Rate Increase	$109.5
d. Fuel Adjustment	$102.4
e. General Purchase Inflation	$37.3
f. Commercial Charter Sealift Contract Price Adjustment	$13.6
g. Depot Maintenance	$9.3
h. Contractor Logistics Support (CLS) Price Change	$6.8
i. Flying Hour Cost Change	$4.3
j. Global POV Contract Price Change	$4.0
k. Stevedore Contract Price Adjustment	$3.4
l. Vessel Maintenance/Operating Hire Contract Price Adjustment	$2.0
Productivity Initiatives & Other Efficiencies:	($89.8)
a. Patriot Express Restructure	($66.8)
b. Commercial Aug - Fixed Buys	($16.8)
c. Personnel Costs	($4.0)
d. Other	($1.6)
e. Reduction in VSIP Costs	($0.4)
f. Flying Hour Model Revisions (Organic)	($0.2)
Program Changes:	$571.6
a. C-17 Contractor Logistics Support	$587.1
b. Distribution Process Owner Costs	$32.3
c. GWOT Workload	$28.4
d. Depreciation	$18.9
e. Depot Maintenance	($61.8)
f. Sealift Workload Changes	($14.4)
g. Transformation Technology Adjustment	($10.0)
h. Other	($8.9)
FY 2006 Estimate:	$8,702.8

Changes in the Costs of Operation
Component: United States Transportation Command/Activity Group: Transportation
Date: February 2005
(Dollars in Millions)

FY2006 Current Estimate:	$8,702.8
Pricing Adjustments:	$49.4
a. FY 2007 Pay Raise	$10.1
(1) Civilian Personnel	$8.9
(2) Military Personnel	$1.2
b. Annualization of Prior Year Pay Raises	$2.7
(1) Civilian Personnel	$2.4
(2) Military Personnel	$0.3
c. Commercial/Military Augmentation Rate Increase	$56.6
d. General Purchase Inflation	$41.0
e. Contractor Logistics Support (CLS) Price Change	$21.7
f. Commercial Charter Sealift Contract Pricing Adjustment	$14.5
g. Flying Hour Cost Changes	$7.8
h. Global POV Contract Price Adjustment	$4.3
i. Stevedore Contract Price Adjustment	$3.5
j. Vessel Maintenance/Operating Hire Contract Price Adjustment	$2.5
k. Depot Maintenance	($61.4)
l. Fuel Adjustment	($53.9)
Productivity Initiatives & Other Efficiencies:	($51.9)
a. Commercial Augmentation - Fixed Buys	($33.0)
b. Patriot Express Restructure	($21.5)
c. Reduction in VSIP Costs	($0.4)
d. Personnel Costs	$2.4
e. Other	$0.6
Program Changes:	($38.7)
a. Depot Maintenance	($113.6)
b. Other	($13.8)
c. Transformation Technology Adjustment	($5.0)
d. Distribution Process Owner Costs	($1.5)
e. C-17 Contractor Logistics Support	$33.0
f. Sealift Workload Changes	$23.8
g. Depreciation	$17.2
h. GWOT Workload	$13.7
i. Airlift Workload and Other Changes	$7.5
FY 2007 Estimate:	$8,661.6

Activity Group Analysis
Component/Activity Group: United States Transportation Command
SOURCE OF NEW ORDERS AND REVENUE
(Dollars in Millions)
Program: Total

	FY 2004	FY 2005	FY 2006	FY 2007
1. New Orders				
a. Orders from DOD Components	6,524.2	6,010.9	6,724.7	7,037.7
Air Force	1,691.7	1,663.0	2,263.2	2,581.8
Military Personnel	190.3	115.6	102.2	113.0
Missile Procurement	0.1	0.0	0.0	0.0
Other Procurement	16.0	13.1	17.7	17.2
Operations and Maintenance	1,255.6	1,291.8	1,858.6	2,183.9
ANG, O&M	22.7	17.8	16.9	16.3
AFRES, O&M	133.4	114.3	154.5	146.5
RDT&E	11.4	55.1	57.8	47.1
Other	62.0	55.3	55.5	57.8
Army:	3,278.9	2,910.2	2,914.4	2,854.5
Military Personnel	112.6	133.6	121.4	122.3
Other Procurement	0.6	0.9	0.9	0.9
AAFES	42.9	55.7	71.3	68.5
Operations and Maintenance	3,083.8	2,691.2	2,688.4	2,630.6
NG, O&M	6.6	2.6	3.4	3.2
RDT&E	7.2	7.1	9.1	8.7
Other	25.2	19.1	19.9	20.3
Navy:	946.8	961.3	870.3	923.6
Military Personnel	169.2	91.6	82.2	83.8
NEXCOM	4.0	0.0	0.0	0.0
Operations and Maintenance	613.0	649.1	612.8	693.5
NG, O&M	0.0	23.8	31.2	29.7
NDSF	108.6	168.1	128.6	189.8
Other	52.0	28.7	15.5	16.8
Marines:	182.6	156.0	168.7	163.4
Military Personnel	49.1	30.2	37.2	36.0
Operations and Maintenance	130.0	114.9	117.8	114.4
Other	3.5	10.9	13.7	13.0
OSD:	424.2	320.4	508.1	514.4
Operations & Maintenance:	191.4	172.7	292.6	305.0
JCS	183.0	159.7	276.2	291.2
NSA	4.2	4.6	4.7	4.6
DIA	0.1	0.1	0.1	0.2
DMA	0.2	0.3	0.3	0.5
Other	3.4	8.0	9.3	8.5
DLA (Non-WCF)	0.5	0.0	0.0	0.0
Other	232.8	147.7	215.5	209.4
b. Orders from other Fund Activity groups	1,631.3	1,672.2	1,432.8	1,418.9
DECA	17.6	15.0	15.7	15.7
DLA	1,242.7	1,458.7	1,179.0	1,194.6
Other	371.0	198.5	238.1	208.6
c. Total DoD	8,155.5	7,683.1	8,157.5	8,456.6
d. Other Orders:	115.8	69.7	85.8	85.5
Other Federal Agencies	14.1	6.9	8.1	8.1
Trust Fund	18.1	12.4	15.6	15.5
Non Federal Agencies	32.3	25.0	24.2	24.5
Foreign Military Sales	51.3	25.4	37.9	37.4
Total New Orders	8,271.3	7,752.8	8,243.3	8,542.1
2. Carry-In Orders	0.0	0.0	0.0	0.0
3. Total Gross Orders	8,271.3	7,752.8	8,243.3	8,542.1
4. Funded Carry-over	0.0	0.0	0.0	0.0
5. Total Gross Sales	8,271.3	7,752.8	8,243.3	8,542.1

Transportation Working Capital Fund
Component: United States Transportation Command/Activity Group: Transportation
Revenue and Expenses
(Dollars in Millions)

	FY 2004	FY 2005	FY 2006	FY 2007
Revenue				
Gross Sales	$8,271.3	$7,752.8	$8,243.3	$8,542.1
Operations	$8,076.0	$7,552.5	$8,024.1	$8,305.7
Capital Surcharge	$0.0	$0.0	$0.0	$0.0
Cash Surcharge	$0.0	$0.0	$0.0	$0.0
Depreciation excluding Maj Const	$195.3	$200.3	$219.2	$236.4
Major Construction Depreciation	$0.0	$0.0	$0.0	$0.0
Other Income	$0.0	$0.0	$0.0	$0.0
Refunds/Discounts(-)	$0.0	$0.0	$0.0	$0.0
Total Income:	$8,271.3	$7,752.8	$8,243.3	$8,542.1
Expenses:				
Salaries and Wages:				
Military Personnel Compensation & Benefits	$38.1	$37.0	$36.0	$37.0
Civilian Personnel Compensation & Benefits	$285.3	$314.5	$326.3	$332.0
Travel and Transportation of Personnel	$280.0	$265.5	$269.7	$275.0
Materials and Supplies (For internal operations)	$1,187.7	$1,426.7	$1,495.0	$1,425.6
Equipment	$7.2	$22.6	$20.2	$19.6
Other Purchases from Revolving Funds	$597.7	$671.8	$614.2	$491.0
Transportation of Things	$17.7	$18.4	$19.6	$18.8
Depreciation - Capital	$195.3	$200.3	$219.2	$236.4
Printing and Reproduction	$0.7	$1.1	$1.2	$1.2
Advisory and Assistance Services	$23.7	$21.7	$22.3	$27.1
Rent, Communications, Utilities, and Misc Charges	$61.4	$56.2	$54.6	$55.0
Other Purchased Services	$5,551.2	$4,882.0	$5,624.5	$5,743.0
Total Expenses	$8,246.1	$7,917.9	$8,702.8	$8,661.6
Operating Result	$25.2	($165.1)	($459.5)	($119.5)
Less Capital Surcharge Reservation	$0.0	$0.0	$0.0	$0.0
Plus Passthroughs of Other Appropriations affecting NOR/AOR	$0.0	$0.0	$0.0	$0.0
Other Changes Affecting NOR	$0.0	$0.0	$0.0	$0.0
Net Operating Result	$25.2	($165.1)	($459.5)	($119.5)
Beginning AOR	$1,611.3	($67.6)	($317.4)	($506.1)
Prior Year Adjustments	$0.0	$0.0	$0.0	$0.0
Other Changes Affecting AOR	$0.0	$0.0	$0.0	$0.0
Accumulated Operating Result	$1,636.5	($232.7)	($776.9)	($625.6)
Non-Recoverable Adjustment Impacting AOR	($1,704.1)	($84.7)	$270.8	($21.0)
Accumulated Operating Results for Budget Purposes	($67.6)	($317.4)	($506.1)	($646.6)

AIR FORCE WORKING CAPITAL FUND

U.S. AIR FORCE

CAPITAL BUDGET

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Capital Budget Summary

Air Force Working Capital Fund
AF Supply Management Activity Group
Material Support Division

FUND9A
(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007
Budget Estimates
February 2005

Item Description	FY 2004 Qty	FY 2004 Tot Cost	FY 2005 Qty	FY 2005 Tot Cost	FY 2006 Qty	FY 2006 Tot Cost	FY 2007 Qty	FY 2007 Tot Cost
ADPE & TELECOM	3	4.155	3	1.330	2	1.420	2	1.670
EDW H/W	1	1.155	1	1.180	1	1.195	1	1.220
KeystoneHW	1	0.300	1	0.150	1	0.225	1	0.450
REMIS	1	2.700	1	0.000	0	0.000	0	0.000
SOFTWARE DEVELOPMENT	11	49.309	11	53.252	6	40.106	5	38.179
Externally Developed	11	49.309	11	53.252	6	40.106	5	38.179
ABACUSSW/ERP	1	1.360	1	0.417	1	0.211	0	0.000
APS	1	12.231	0	0.000	0	0.000	0	0.000
ECSS	0	0.000	1	0.000	1	29.028	1	28.051
EDW/ERP	1	3.085	1	3.170	1	3.290	1	3.730
EXPRESS (DO878X)/ERP	1	1.000	1	0.425	0	0.000	0	0.000
FIABSSW/ERP	1	3.196	1	8.995	0	0.000	0	0.000
KeystoneSW/ERP	1	1.936	1	1.134	1	1.172	1	1.211
MP&E/ERP	1	4.142	1	6.251	0	0.000	0	0.000
PRPS (D203)/ERP	1	2.680	1	2.683	1	2.685	1	2.687
RMS/ERP	1	0.000	1	9.719	0	0.000	0	0.000
RSSP/ERP	1	1.800	1	3.140	1	3.720	1	2.500
SCS/ERP	1	17.879	1	17.318	0	0.000	0	0.000
Total	14	53.464	14	54.582	8	41.526	7	39.849

Capital Budget Input Report

Air Force Working Capital Fund
Supply Management Activity Group
MSD - AFMC

FUND9B
(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007
Budget Estimates
February 2005

Item Name: EDW H/W

Item Description: HQAF00013

Capital Category: ADPE & Telecomm

2004 AC			2005 AP			2006 R			2007 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	1.155	1.155	1	1.180	1.180	1	1.195	1.195	1	1.220	1.220

Item Justification/Impact If Not Provided:

Air Force Knowledge Services -AFKS (formerly Enterprise Data Warehouse -EDW)

Description and Purpose:

The Air Force Knowledge Services (AFKS) Program is a cross-functional program that encompasses the 22 combat support functions of the Global Combat Support System-Air Force (GCSS-AF). It will provide the data sharing and functional integration of data required by GCSS-AF in support of the AF Warfighter. Through the use of modern query and data mining tools, the AFKS cross-functional data will be transformed into the information required by the war fighters and combat support personnel with access provided via the AF Portal. Gathering and storing enterprise wide data in a secure, reliable and consistent manner through web accessible portals, the AFKS will enable modern decision support tools to quickly provide clear and accurate decision support information. The Material Support Division (MSD) is the primary functional area with the largest requirement for AFKS and has the largest volume of data that will reside in AFKS. Other functional areas, like Headquarters Air Force, Installations & Logistics (HAF/IL), have identified their peculiar functional requirements and have provided funding for those AFKS requirements. To gain the maximum benefit from the AFKS, cross-functional data needs to be loaded into AFKS. Currently, maintenance data for aircraft, communications-electronics equipment, and engines, along with a wide spectrum of supply chain management data is being loaded and kept current. This covers selected Material Support Division (MSD) areas such as WSMIS (Weapon System Management Information System), D200 (Requirements Management System), MP&E (Maintenance Planning and Execution), and CSWS (Contractor Supported Weapon Systems). Remaining logistics and decision support data will be added in FY06/07. The entire combat support enterprise will be covered by the close of FY10.

Current Deficiency and/or Problem:

As AFKS development progresses we must purchase additional storage capacity to accomodate planned data systems feeds. The current Teradata storage box is near capacity and additional capacity is required to continue AFKC development.

Economic Analysis:

An approved economic analysis is on file.

Program Completion:

The entire combat support enterprise will be completed by the close of FY10.

Capital Budget Input Report

Air Force Working Capital Fund
Supply Management Activity Group
MSD - AFMC

FUND9B
(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007
Budget Estimates
February 2005

Item Name: KeystoneHW
Item Description: HQAFMC0001
Capital Category: ADPE & Telecomm

2004 AC			2005 AP			2006 R			2007 R		
Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost
1	0.300	0.300	1	0.150	0.150	1	0.225	0.225	1	0.450	0.450

Item Justification/Impact if Not Provided:
Keystone (H303) Decision Support System (DSS)

Description and Purpose:
The Supply Working Capital Fund Decision Support System (DSS),Keystone (H303), evolved from the Unit Cost Analysis and Resource Tracking System (UCARTS) requirement to provide unit cost ratio information for the Air Force Working Capital Fund Material Support Division (MSD). UCARTS was terminated in August 1997 because it did not meet program objectives. The Keystone (H303) DSS provides improved functionality previously identified for UCARTS, with additional capabilities for MSD sales and costs down to Product Directorate, weapon system and National Item Identification Number (NIIN) level. Keystone also has ad hoc analysis capability, allowing improved comparisons of estimates and actual costs, facilitating MSD budgeting and execution reporting capabilities. During FY06/07 further enhancements of the Depot Maintenance Activity Group (DMAG) financial and analytical capabilities of Keystone are projected as part of the integration process of MSD and DMAG. Additional finetuning of the Material Supply Division and General Supply Division (GSD) analytical capability module is also projected for the FY06/07 timeframe.

Current Deficiency and/or Problem:
Increased user demand, stricter security requirements and planned inclusion of additional Air Force Working Capital Fund data will require expanded data base server capability, increased data storage capacity and continuing security improvements to maintain and improve system performance specifications. Hardware upgrades are anticipated to include processor and memory expansions/upgrades, additional disk drives, and replacement of failed hardware components as required.

Impact:
Disapproval of this request will inhibit growth of Keystone, which includes additional Air Force Working Capital Fund financial data, such as the DMAG and GSD information, or take advantage of improved technology, eventually limiting user accessability, degrading system response time and becoming non-compliant with system security requirements.

Economic Analysis:
An economic analysis is on file.

Program Completion:
Anticipated growth in data storage capacity and security requirements is projected through the budget years, as the anticipated move to the Air Force Knowledge Service architecture will not occur prior to FY06-07.

147000

Capital Budget Input Report

Air Force Working Capital Fund
Supply Management Activity Group
MSD - AFMC

FUND9B
(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007
Budget Estimates
February 2005

Item Name: ABACUSSW/ERP

Item Description: HQSAF0012

Capital Category: Software Development (Externally developed)

2004 AC			2005 AP			2006 R			2007 R		
Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost
1	1.360	1.360	1	0.417	0.417	1	0.211	0.211	0	0.000	0.000

Item Justification/Impact if Not Provided:

Automated Budget Analysis/Centralized User System (ABACUS)/ERP

Description and Purpose:
Supply Maintenance Activity Group (SMAG) budget and price development system supports the automated budget analysis/centralized user system (ABACUS) development effort. This capital purchase request reflects the costs estimated for a software contractor to develop an enhanced budget system. This enhanced system is intended to be more responsive to changing Air Force Working Capital Funds (AFWCF) business practices. The major enhancement that ABACUS will undergo at this time is to rebuild the enhanced ABACUS on an Air Force and DoD compliant system architect. This new architect will serve as a solid foundation, flexible for future enhancements to meet changes in the AFWCF budget process. The enhancements will include CFO compliant, on-line help; centralized design, reporting capability for managers, integrated budget reporting (ABACUS & TRANSCOM), multiple budget versions during budget build process for "what-if" analysis, embedded narratives, data focused with archiving and export features, and enhanced security. The development of the enhanced ABACUS will occur over several years beginning in FY02 and continue as shown above until deployed in FY05 and continue with enhancements through FY08.

Current Deficiency and/or Problem:
The current ABACUS is used to create and assemble budgets in a uniform manner for approximately six months out of the year. The remaining time ABACUS is not used. Changes that occur at higher levels cannot be distributed properly to lower levels. Changes to AFWCF procedures are not easily incorporated due to current system architecture and operating environment. Budget submissions are sent by File Transfer Protocol, which is a tedious process. The proposed changes and enhancements to ABACUS will fix these shortfalls. It will also have export capability directly into Excel. The estimated completion date for Increment 1 is FY05.

Impact if not provided:
SMAG will be unable to provide timely and accurate processing data. For customers, this will lead to major funding shortfalls and excesses in execution and will undermine their ability to reliably project future requirements. In addition, SMAG's budget submissions will be ineffective in identifying resource requirements, providing the information and tools necessary for management decision making, and providing a valid basis for program execution.

Economic Analysis:
An approved economic analysis is on file.

Estimated Completion Date:
FY08

Capital Budget Input Report

Air Force Working Capital Fund
Supply Management Activity Group
MSD - AFMC

FUND9B
(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007
Budget Estimates
February 2005

Item Name: ECSS

Item Description:

Capital Category: Software Development (Externally developed)

2004 AC			2005 AP			2006 R			2007 R		
Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost
0	0.000	0.000	1	0.000	0.000	1	29.028	29.028	1	28.051	28.051

Item Justification/Impact if Not Provided:

Expeditionary Combat Support System (ECSS/ERP)

Description and Purpose:

The ECSS program will entail acquiring and implementing a core Commercial Off-The-Shelf (COTS) Enterprise Resource Planning (ERP) package and where performance goals dictate, selected COTS applications for specialized business value areas. ECSS will replace (500+) legacy logistics Information Technology (IT) systems and enable the Air Force to meet its Logistics mission while supporting LogEA transformation efforts. The ECSS ERP solution will integrate nearly all logistics chain business functions to provide a network-centric view of the logistics enterprise from Supplier to Customer. The ECSS will be fully compliant with architectural standards and guidelines at the Federal, Department of Defense (DoD), and AF levels. To take full advantage of the ERP's industry best logistics chain practices and processes, the ECSS will involve significant Business Process Reengineering (BPR), change management and training across the AF logistics domain.
ECSS program office is aware of the requirements laid out in the Ronald W Reagan National Defense Authorization Act (FY2005). ECSS has submitted a package to Business Management Modernization Program (BMMP) for certification, and is going thru the acquisition program requirement to achieve Milestone A approval in FY05. ECSS is a critical component of the "to-be" Enterprise Architecture of Air Force Logistics, and as such will comply with Section 332 of the FY2005 National Defense Authorization Act.

Current Deficiency and/or Problem:
The gradual deterioration in the AF warfighter's capability is the end result of numerous deficiencies, most of which relate to ineffective and inefficient business processes/practices associated with aging legacy systems, IT architectures, and integration plans/mechanisms. Additionally, the AF logistics environment had many disparate initiatives underway to address these concerns, but many of these initiatives did not share common goals or did not satisfy all of the bureau's and agency's strategic goals. Specifically, planning functions are currently decentralized, fragmented, inconsistent, reactive and are not coupled with execution activities; IT systems are fragmented and uncoordinated; business processes are executing without regard to functions or organizations; visibility of assets and maintenance capabilities are disjointed in varying degrees depending on the horizontal (commodities) or vertical (organizational echelons) tiers being considered; and supplier relationships and collaboration have been deficient and ineffective. These causal factors have rendered a logistics system that is not Customer focused.

Impact: Without funding, ECSS, the transformation directed by DoD, represented by the Expeditionary Logistics in the 21st Century (eLog21) will not occur. ECSS represents movement away from stove pipe functions to a net-centric readiness, while reducing the amount of information technology required to support logistics functions. Continued reliance of legacy systems will further the trend of deterioration to Air Force warfighter capability.

Economic Analysis: Analysis of Alternatives (AOA)/Business Case Analysis (BCA) is on file.

Program Completion: FY12

62,000

Capital Budget Input Report

Air Force Working Capital Fund
Supply Management Activity Group
MSD - AFMC

FUND9B
(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007
Budget Estimates
February 2005

Item Name: EDW/ERP
Item Description: HQAF00012
Capital Category: Software Development (Externally developed)

2004 AC			2005 AP			2006 R			2007 R		
Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost
1	3.085	3.085	1	3.170	3.170	1	3.290	3.290	1	3.730	3.730

Item Justification/Impact if Not Provided:

Air Force Knowledge Services - AFKS (formerly Enterprise Data Warehouse EDW Software/ERP)

Description and Purpose:

The Air Force Knowledge Services (AFKS) Program will bring together the full spectrum of Air Force combat support data to include maintenance, supply, transportation, finance, contracting, and planning. Through the use of modern query and data mining tools, the AFKS cross-functional data will be transformed into the information required by the war fighters. Gathering and storing enterprise wide data in a secure, reliable and consistent manner, through web accessible portals, the AFKS will enable modern decision support tools to quickly provide clear and accurate decision support information. This endeavor will significantly enhance the Air Force's ability to improve weapon system availability, asset visibility, operational readiness, contingency planning, and combat operations. The AFKS will continuously gather key data elements from selected Air Force systems, organize them, provide enhanced access and analytical query capabilities, and produce user-tailored reports. The AFKS will become an integral part of the Enterprise Resource Planning solution (ERP) within the FYDP. Two other key characteristics will be user single point of entry and significantly reduced response times. Starting in the last quarter of FY00, the initial segment of data, the Air Force's fleet wide historical maintenance provided by REMIS (Reliability and Maintainability Information System), was entered into the AFKS. That task was completed by the end of March 2001. The next increment drew pertinent data from all other aircraft and communication-electronics related maintenance systems by the end of FY01. Supply data has been folded in from selected Material Support Division (MSD) supply systems like SCS (Stock Control System), D043 (Master Item Identification Control System), D165 (MICAP data), PTAMS (Pipeline Tracking Analysis and Metrics System), and D200 (Requirements Management System). Other logistics and decision support data will be added in FY06/07. The entire combat support enterprise will be covered by the close of FY10. Targeted data is currently planned for the following Air Force domains: Strategic Planning and Budgeting; Human Resources Management, including Medical, Logistics, Technical Infrastructure, Acquisition/Procurement, Installation and Environment; and Accounting/Financial Management.

Current Deficiency and/or Problem:
Currently, the MSD community is using several systems with data mart capabilities throughout AFMC and the AF. However, existing data mart capabilities require the data be transferred multiple times and stored in many places, resulting in outdated and inaccurate data. By building AFKS, the MSD community will get a single decision support capability that will provide data from a single reliable and accurate source. This single data source will allow access faster access and increase the accuracy of available information.

Impact:
Failure to fund the AFKS will continue the practice of relying on closed, rigid, compartmentalized and non-integrated combat support data to underpin key decisions. Air Force Knowledge Services is the key aspect of Enterprise Integration, cross-functional visibility and an agile combat support information grid will be impossible without it. Timeliness of data will continue to lag the needs of commanders, accuracy will remain suspect and the relationships between such activities as supply, transportation, maintenance, and operations will remain clouded. The Air Force's ability to make combat support decisions will trail best practices proven within the commercial sector, fail to meet the intent of Joint Vision 2010/2020, and could place people and equipment at unnecessary risk.

Economic Analysis:
An approved economic analysis in on file.

Program Completion:
The entire combat support enterprise will be covered by the close of FY10.

00008

Capital Budget Input Report

Air Force Working Capital Fund
Supply Management Activity Group
MSD - AFMC

FUND9B
(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007
Budget Estimates
February 2005

Item Name: EXPRESS (DO878X)/ERP

Item Description: OC7LG8

Capital Category: Software Development (Externally developed)

2004 AC			2005 AP			2006 R			2007 R		
Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost
1	1.000	1.000	1	0.425	0.425	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

Execution and Prioritization of Repairs Support Systems (EXPRESS) DO87X/ERP

Description and Purpose:
EXPRESS, an automated tool to support the Depot Repair Enhancement Program (DREP) performs the following functions: a. Prioritization of Aircraft Repairables (PARs); b. EXPRESS Prioritization Processor (EPP); c. Supportability Module. EXPRESS provides a single integrated priority list of all repair requirements at an ALC, determines the ability of existing resources to support repair actions, and provides the data and the mechanism to move items into repair. The source of repair/supply uses a mathematical model in PARS to prioritize repair and distribution of assets to the users from the source of the consolidated serviceable inventory (CSI). PARs takes into account base flying activity, asset position, and corporately established aircraft availability goals. EPP sets priorities for the repair of items which are not addressed in PARs and combines all priorities into a single integrated list for each repair shop. Assets which do not have aircraft availability goals are prioritized using a "deepest hole" logic to try to fill the most critical need. EPP also provides the prioritized list to the Distribution Module, which identifies prepositioning actions for serviceable parts as they come out of repair. The Supportability Module takes the prioritized repair list from the EPP and determines whether the required items can be repaired based on four evaluation criteria: a. Carcass availability; b. Repair parts availability; c. Repair funds availability; d. Repair resources availability. Items which meet all of these criteria are entered onto the D035K Express Table for transfer to the Shop

EXPRESS successfully deployed version 6.3 in FY04. Further EXPRESS modernization efforts have been halted until its functionality can be subsumed by an Enterprise Solution. EXPRESS's original intent was to continue the ongoing modernization efforts towards DII/COE, and bring it into an open systems environment under the GCSS-AF Integration Framework. Componentization efforts would have moved EXPRESS towards integration into a single logistics system, improving data quality and business processes, reducing number of system interfaces, eliminating software redundancy and identifying reuse opportunities, and reducing system sustainment costs. This on-line, real-time capability would allow Air Force users the ability to share data for analysis; provide enhanced data services in capturing, organizing, and loading logistics planning data; and improve the operators ability to monitor, troubleshoot, update and execute system operation resulting in more timely and accurate information to decision makers. GCSS-AF and DII/COE development work has been discontinued.

Current Deficiency and/or Problem:
EXPRESS migrating to Expeditionary Combat Support System (ECSS) in FY06. CFO compliance will be accomplished via ECSS.

Impact:
The system must be migrated into ECSS to provide the best support to the field.

Economic Analysis:
An economic analysis is on file.

Program Completion:
Delivery of software using FY04 funds will field in FY04 and FY05. Following this deployment, future functionality provided by this system is scheduled to migrate to the Enterprise Solution and resources have been moved to that solution to support this functional area.

Capital Budget Input Report

Air Force Working Capital Fund
Supply Management Activity Group
MSD - AFMC

FUND8B
(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007
Budget Estimates
February 2005

Item Name: FIABSSW/ERP

Item Description: HQAFMC00013

Capital Category: Software Development (Externally developed)

2004 AC			2005 AP			2006 R			2007 R		
Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost
1	3.196	3.196	1	8.995	8.995	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

Financial Inventory Accounting and Billing System (FIABS)/ERP

Description and Purpose:
FIABS is used by wholesale and retail item managers, loan control officers, Air Logistics Centers, various logistics organizations such as procurement, and accounting and finance. It also provides data interface files to other systems. The capital investment for software addressed in this project entails the update of the existing FIABS.

Current Deficiency and/or Problem:
The current FIABS is inflexible, hosts rigid applications, is expensive and slow to incorporate changes. It has reached the point where poor data quality and the lack of standardization inhibit the ability to share reliable data. The update will comply with DoD and Air Force directives to provide commanders with near real-time information. The update will be accompanied by better documentation which is important to understanding/validating data. Simplified accounting will clean up the existing process, making data reviews less cumbersome. FIABS currently uses Latest Acquisition Cost (LAC) to value inventory. This is inconsistent with OSD July 2001 mandate making Moving Average Cost (MAC) as the valuation method. The functionality of FIABS will migrate to an Enterprise Resource Planning (ERP) tool set module to be compliant with Federal and DoD architecture framework.

Impact:
The major benefits of this effort are upgrades to the current antiquated legacy system and improved business area management. The updated FIABS will incorporate the valuation of inventory using Moving Average Cost as directed in the Jul 01 OSD policy. The updated system will reduce the number of transactions passed between systems, eliminate data redundancy, streamline accounting procedures and processes, and move edits to upfront shared processes.This will allow errors to be caught as the transactions process through the logistic systems so they are rejected at the source of entry. Management visibility will be increased by the use of statistical modeling and analytical sampling such as metrics. Audit trails will exist that document the entire processing of each transaction. This will include all updates to user maintainable tables as well as including program and process training capabilities to meet CFO requirements. Original transactions will not be altered and the original transaction will be marked as audited and new transactions will take their place. Other benefits include the evolution of the current business system's baseline to an integrated functional and interoperable technical environment maximizing the use of standardized data and data repositories to support all logistics business functions, management and operating levels.

Program Completion:
Phase I completed on 30 September 2003
Phase II projected completion: 30 September 2007

Economic Analysis:
An approved economic analysis is on file.

280003

Capital Budget Input Report

Air Force Working Capital Fund
Supply Management Activity Group
MSD - AFMC

FUND9B
(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007
Budget Estimates
February 2005

Item Name: KeystoneSW/ERP
Item Description: HQAFMC0011
Capital Category: Software Development (Externally developed)

2004 AC			2005 AP			2006 R			2007 R		
Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost
1	1.936	1.936	1	1.134	1.134	1	1.172	1.172	1	1.211	1.211

Item Justification/Impact if Not Provided:

Keystone (H303) Decision Support System (DSS)/ERP

Description and Purpose:
The Supply Working Capital Fund Decision Support System (DSS),Keystone (H303), evolved from the Unit Cost Analysis and Resource Tracking System (UCARTS) requirement to provide unit cost ratio information for the Air Force Working Capital Fund Material Support Division (MSD). UCARTS was terminated in August 1997 because it did not meet program objectives. The Keystone (H303) DSS provides improved functionality previously identified for UCARTS, with additional capabilities for MSD sales and costs down to Product Directorate, weapon system and National Item Identification Number (NIIN) level. Keystone also has ad hoc analysis capability, allowing improved comparisons of estimates and actual costs, facilitating MSD budgeting and execution reporting capabilities. These processes are part of the long term Enterprise Resource Planning (ERP) solution.

Current Deficiency and/or Problem:
This request is for system software enhancements required to implement expansion of the Keystone DSS, as identified in the Keystone Strategic Roadmap. Identified expansion of Keystone's capabilities include additional MSD analysis requirements, expected interfaces/integration with the Air Force financial management Data Warehousing Initiative, incorporation of General Support Division (GSD) and Depot Maintenance Activity Group (DMAG) financial data into the Keystone data base from legacy systems and assuring Keystone compatability with projected DFAS data systems conversions and mergers. During FY06/07 further enhancements of the DMAG financial and analytical capabilities of Keystone are projected as part of the integration process of MSD and DMAG. Additional finetuning of the MSD/GSD analytical capability module is also projected for the FY06/07 timeframe.

Impact:
Disapproval of this request will limit Keystone's capability to meet user identified requirements in providing Air Force Working Capital Fund budget analysts, inventory managers and Supply Chain Managers an effective and efficient means for reviewing and analyzing their mission area's financial and inventory data and allow them to manage their programs in a business-like manner.

Program Completion:
System capability enhancements, identified as spiral developments are currently programmed through the budget years.
* Spiral 10: MSD enhancements such as MSD Cash Flow Income Statements, Market Basket Analysis and FIABS Asset Balance Analysis, ECD Sep 04.
* Spiral 13: GSD enhancements such as GSD Cash Flow Income Statement and Incorporate M-20 Inventory Report, ECD Oct 04.
* Spiral 14: Virtual Inventory Control Point Execution Tracking System for Buy, Contract and Organic Repair, ECD March 05.

Economic Analysis:
An economic analysis is on file.

Capital Budget Input Report

Air Force Working Capital Fund
Supply Management Activity Group
MSD - AFMC

FUND9B
(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007
Budget Estimates
February 2005

Item Name: MP&E/ERP

Item Description: JLSC02C

Capital Category: Software Development (Externally developed)

2004 AC			2005 AP			2006 R			2007 R		
Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost
1	4.142	4.142	1	6.251	6.251	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

Maintenance Planning and Execution (MP&E)/ERP

Description and Purpose:
Maintenance Planning and Execution System (MP&E) provides Repair Program Managers with a standard system for performing the actions of planning for the maintenance of reparable items. The application provides a common system for controlling and tracking funds used for maintenance; negotiating maintenance costs and schedules; and providing management of maintenance programs.

The first phase of MP&E was successfully deployed in FY00. Further MP&E modernization efforts were halted. The system has been moved into steady state sustainment, to await "brown out" when replaced by the Enterprise Solution. The program's original intent was to continue the development and deployment of additional MP&E capabilities. The work would have moved the system towards Defense Information Infrastructure/Common Operating Environment (DII/COE) compliance. Additionally, continued modernization planning would have moved the system towards an open systems environment under the Global Command Support Systems - Air Force (GCSS-AF) Integration Framework. Componentization efforts would have also moved MP&E towards integration into a single logistics system, improving data quality and business processes, reducing number of system interfaces, eliminating software redundancy and identifying reuse opportunities, and reducing system sustainment costs. This on-line, real-time capability would allow Air Force users the ability to share data for analysis better, faster, and cheaper. GCSS-AF and DII/COE development work has been discontinued.

Current Deficiency and/or Problem:
MP&E migrating to Expeditionary Combat Support System (ECSS) in FY06. DII/COE Compliance will be accomplished via ECSS.

Impact:
The system must be migrated into ECSS to provide the best support to the field.

Economic Analysis:
An economic analysis is on file.

Program Completion:
Functionality provided by this system is scheduled to migrate to an Enterprise Solution and resources have been moved to that solution to support this functional area.

Capital Budget Input Report

Air Force Working Capital Fund
Supply Management Activity Group
MSD - AFMC

FUND9B
(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007
Budget Estimates
February 2005

Item Name: PRPS (D203)/ERP

Item Description: JLSC02D

Capital Category: Software Development (Externally developed)

2004 AC			2005 AP			2006 R			2007 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	2.680	2.680	1	2.683	2.683	1	2.685	2.685	1	2.687	2.687

Item Justification/Impact if Not Provided:

Purchase Request Process System (PRPS)/ERP

Description and Purpose:
The Purchase Request Process System (PRPS) automates the front-end of the acquisition process and is used to bridge the requirement stage to acquisition competition screening, automated purchase request and attachments, delivery order notices and the contracting stage. PRPS provides the ground work for the Expeditionary Combat Support System (ECSS) solution. PRPS processing begins with the receipt of a validated buy requirement, and includes acquisition competition screening, automated purchase request and attachments, delivery order notices, and transmission to the buying activity.

These funds will be used to continue the ongoing modernization efforts of the Purchase Request Process System (D203). The work will move the system into Defense Information Infrastructure/Common Operating Environment (DII/COE) compliant open systems architecture. Additionally, the work will prepare the system for and move it into GCSS-AF in compliance. GCSS-AF and DII/COE will bring the system into a common operating environment. This in combination with on-line, real-time capability, will allow users from the entire Air Force to share data for analysis as well as conduct automated and interactive file maintenance actions, suspense tracking, and determine order status. The number of interfaces will be reduced and the systems will provide more timely and accurate information to decision makers.

Current Deficiency and/or Problem:
The current business process is a combination of manual processes and existing legacy systems. This system will automate the business process, eliminate outdated legacy systems, and allow for real-time capability, and paperless contracting. The current systems performing this process have old mainframe platforms, use outdated programming languages, are costly to maintain, do not have the required flexibility to support inter-operability and Air Expeditionary Force (AEF) requirements, and cannot function within the required GCSS-AF and DII/COE environment.

Impact:
Without these funds this system will not be able to move into a modern DII/COE architecture nor will it provide a paperless acquisition system. PRPS is the interim solution to fill the planning void while Expeditionary Combat Support System (ECSS) will be incrementally fielded. PRPS and Advanced Planning Scheduling (APS) will work together to provide this functionality to the warfighter while ECSS will be fielded.

Economic Analysis:
An economic analysis is on file.

Program Completion:
Delivery of software using FY04 and FY05 funds will field in FY06. FY06 funds will field the next version of PRPS Modernization in FY07. Delivery of software using FY07 funds will field next version of PRPS Modernization in FY08.

Capital Budget Input Report

FUND9B
(Dollars in Millions)

Air Force Working Capital Fund
Supply Management Activity Group
MSD - AFMC

Fiscal Year (FY) 2006/FY 2007
Budget Estimates
February 2005

Item Name: RMS/ERP
Item Description: JLSC02A
Capital Category: Software Development (Externally developed)

2004 AC			2005 AP			2006 R			2007 R		
Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost
1	0.000	0.000	1	9.719	9.719	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

Requirements Management Systems (RMS)/ERP

Description and Purpose:
This system comprises a set of major logistics processes and models integrated by a large relational database. This system automates and integrates the Air Force materiel requirements determination processes which compute procurement, termination and repair requirements for spares, repair parts, and major equipment items. It uses a planning period of 38 quarters and re-computes quarterly. The relational database stores detailed information of individual components of every individual part of each particular aircraft type, or end item. Within this structure the system holds the historical and planning data needed to support computation of quantities for buy, termination and repair. The data includes: past and projected weapon system operating programs, future readiness goals, maintenance and modification schedules, item failure rates, and condemnations. Data query, modeling, and management report generation are on-line.

Version 3.6 of RMS was successfully deployed in FY03. Further RMS modernization efforts were halted. The system has been moved into steady state sustainment, to await "brown out" when replaced by the Enterprise Solution. The program's original intent was to continue the ongoing modernization efforts of the Requirements Management System (RMS). The work would have moved the system towards Defense Information Infrastructure/Common Operating Environment (DII/COE) compliance. Additionally, continued modernization planning would have moved the system towards an open-systems environment under the Global Command Support Systems - Air Force (GCSS-AF) Integration Framework. Componentization efforts would also have moved RMS towards integration into a single logistics system, improving data quality and business processes, reducing the number of system interfaces, eliminating software redundancy and identifying reuse opportunities, and reducing system sustainment costs. This on-line, real-time capability would have given Air Force users the ability to share data for analysis; improve computation of universal requirements and simulation capability; provide on-line historical data; and, improve projections of factors, requirements, and status information resulting in more timely and accurate information to decision makers. GCSS-AF and DII/COE development work has been discontinued.

Current Deficiency and/or Problem:
RMS migrating to Expeditionary Combat Support System (ECSS) in FY06. DII/COE compliance will be accomplished via ECSS.

Impact:
The system must be migrated into ECSS to provide the best support to the field.

Economic Analysis:
Economic analysis is on file.

Program Completion:
Functionality provided by this system is scheduled to migrate to an Enterprise Solution and resources have been moved to that solution to support this functional area.

90000

Capital Budget Input Report

Air Force Working Capital Fund
Supply Management Activity Group
MSD - AFMC

FUND9B
(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007
Budget Estimates
February 2005

Item Name: RSSP/ERP

Item Description: SM99001

Capital Category: Software Development (Externally developed)

2004 AC			2005 AP			2006 R			2007 R		
Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost
1	1.800	1.800	1	3.140	3.140	1	3.720	3.720	1	2.500	2.500

Item Justification/Impact if Not Provided:

Contractor Supported Weapon Systems Data Exchange (CSWS DE) (formerly the Reformed Supply Support Program (RSSP)/ERP

Description and Purpose:
The Contractor Supported Weapon Systems (CSWS) program is the process the Air Force uses to bring initial spares into the inventory and to form a partnership with industry to manage initial spares more efficiently. The CSWS Data Exchange (D375) is the bridge and automated web based technological solution for weapon system Program Offices and Contractor Inventory Control Points (C-ICPs) to gain visibility of spares and The CSWS Data Exchange (D375) is the bridge and automated web based technological solution for weapon system Program Offices and Contractor Inventory Control Points (C-ICPs) to gain visibility of spares and parts usage data in a usable form during the acquisition cycle. This functionality provides the pathway for the Enterprise Resource Planning (ERP) solution. The Data Exchange (D375) will feed spares data from the contractor to the government systems and provide necessary data to the C-ICPs (e.g., computation models, retail tracking systems, wholesale tracking systems, maintenance, packaging and transportation systems as well as AFKS) to enhance asset visibility, provide the data necessary for the government, C-ICPs, Regional Supply Squadrons and Combatant Commanders and their staffs to make informed decisions when laying in initial and follow-on spares and Agile Logistics in an open and shared systems architecture.

Current Deficiency and/or Problem:
The data that the CSWS DE (D375) provides is not collected nor tracked in any government systems today. The data is held in a myriad of contractor systems, which do not link to government systems. This situation precludes informed decisions and demand based forecasting of future requirements when laying in initial and follow-on spares along with weapon system support. Once deployed, the CSWS DE will have to be upgraded to the latest GCSS-AF version of software requirements, and the CSWS DE will have to migrate to the GCSS-AF Integration Framework to meet Level 4 compliance by FY 08. FY04/05 funds support this migration.
A Dayton Aerospace (DAI) methodology and ACE Blue Team study was conducted and have provided results of a lack of sufficient Program Management Office (PMO) staff to support increased PMO requirements. Areas that are lacking appropriate support staff are; technical analysis/requirements, corporate driven mandates/control, acquisition requirements/strategies, business case analysis, economic analysis, cost studies, integration compliance requirements, integrated master schedules, configuration management, etc

Impact:
Air Force has endorsed this process for immediate implementation. Without Capital Development funding, the CSWS Data Exchange will not meet planned FOC by FY05, only limited functionality will be implemented. We will not be able to provide an automated common point of reference for spare asset visibility and analysis, nor a shared data transfer capability to government and contractor systems, the government will lose sight of sparing activities as contractors continue to maintain the Air Force system for an extended period. The contractor will not have the data necessary for spares requirements and management. Regional Supply Squadrons, Weapon Systems supporting OEF/OIF under contractor management processes and Combatant Commanders will not have the required data for improved operational decision making. Also the government will be hampered in procuring and repairing the right spares, in the right amount, and at the right time. A lack of the increased funding in FY06 and FY07 to meet increases for additional PMO support staff will cause program costs, schedules and performance baselines to be impacted.

Program Completion:
Current effort is planned for completion in three increments: Build 1 IOC, initial system development, D043 catalog data visibility, standard reports, historical reporting, the D035T Packaging, Handling, Shipping and Transportation functionality, was completed in Sep 02; the Spares Acquisition Worksheet (SAW) was added in Mar 03. Build 2 (D200A/N and Aircraft Sustainability Model) capabilities were completed in Mar 04. The D375 system will be GCSS-AF Level 1 compliant (access through the AF Portal) in Aug 04. Remaining upgrades and requirements to migrate to the GCSS-AF Integration Framework are to be addressed in FY05-09 as Build 3. The Build 3 effort will be composed of operational sustainment of the system, migration to the GCSS-AF Integration Framework, and implementation of the AF directed depot partnering initiative. The increase in FY05-06 funding is required to support additional legacy system, AFKS and contractor system interoperability/data sharing requirements, to support implementation of contractor supported weapon systems into the Air Force's support structure, to implement necessary financial, supply and maintenance processes to facilitate depot partnering between industry and AF depot maintenance activities, and for GCSS-IF integration/migration which requires upgrade to current version and integration to the Integration Framework Platform. As the system continues to be used to support various AF/Contractor sustainment options (e.g. CLS, Partnering, Flexible Sustainment, etc.), and Air Force system initiatives are passed down (e.g., Portal Linkage, Enterprise Data Warehouse integration, etc.), new requirements will be levied by the users.

Economic Analysis:
An Economic Analysis, along with a Cost Benefit Analysis and Business Case Analysis are on file.

Capital Budget Input Report

Air Force Working Capital Fund
Supply Management Activity Group
MSD - AFMC

FUND9B
(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007
Budget Estimates
February 2005

Item Name: SCS/ERP

Item Description: JLSC02F

Capital Category: Software Development (Externally developed)

2004 AC			2005 AP			2006 R			2007 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	17.879	17.879	1	17.318	17.318	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

Stock Control Systems (SCS)/ERP

Description and Purpose:
SCS is the core of Asset Management. SCS is used by both the Air Force and Marine Corps (AF as executive agent) to maintain visibility of wholesale supply assets, (serviceable, unserviceable, reparable carcasses, intransit to repair, in work, intransit from repair); process requisitions and issue materiel; provide customer status, control allocation/release of assets, and provide Joint Total Asset Visibility (JTAV) capability for inter-service lateral redistribution and procurement offset transactions. Air Force uses SCS to maintain visibility of Material Supply Division assets from bases/depot supply to fill backorders, to track assets intransit between bases and intransit to Air Logistics centers and to improve customer support thru pre-positioning of backorders for immediate shipment from the receiving line. SCS provides real-time MSD asset balances, requisition status and item management data to customers world-wide via SCS Web capability. As a key financial feeder system, SCS impacts the MSD general ledger accounts and achievement of Air Force Chief Financial Officer (CFO) compliance. SCS maintains aggregation accounts, controls/issues Government Furnished Materiel (GFM) to contractors, and processes shipments to disposal.

The last version of SCS was deployed in FY04. Further SCS modernization efforts were halted to await the implementation of an Enterprise Solution. The program's original intent was to improve/re-engineer various business processes such as those impacting issue effectiveness and pipeline time, improve the visibility and management of MSD items, directly contribute to Air Force's achievement of CFO compliance, and move SCS into a DII/COE compliant open-systems Architecture/GCSS-AF configuration, thereby allowing more effective sharing of logistics information/and improved functional integration within the AF and DoD. GCSS-AF and DII/COE would bring the system into a common operating environment. This, with the combination of on-line, real-time capability, would have allowed users from the entire Air Force to share data for analysis as well as conduct automated and interactive file maintenance actions, suspense tracking, and determine order status. The number of interfaces would have been reduced and the systems would have provided more timely and accurate information to decision makers. GCSS-AF and DII/COE development work has been discontinued.

Current Deficiency and/or Problem:
SCS migrating to Expeditionary Combat Support System (ECSS) in FY06. DII/COE compliance will be accomplished via ECSS.

Impact:
The system must be migrated into ECSS to provide the most effective visibility/management of MSD assets and to provide superior support to the warfighter.

Economic Analysis:
An economic analysis on file.

Program Completion:
Delivery of software using FY04 funds will field in FY04 and FY05. Following this deployment, future functionality provided by this system is scheduled to migrate to an Enterprise Solution and resources have been moved to that solution to support this functional area.

00000

FY	Approved Project	Internal Transfers	Carryover	Approved Project Cost	Current Project Cost	Asset/ Deficiency	Explanation
Equipment - Except ADPE and TELECOM							
Equipment - ADPE and TELECOM							
FY04	KEYSTONE	0.100	0.300	0.300	0.000	0.300	OSD(C) approved Carryover $300K to FY05 and to be Reprogrammed to ECSS
	EDW			1.155	1.155	-	
	REMIS	2.700	2.700	2.700	2.700	-	OSD(C) approved Carryover and reprogram request $2.7M. Funds were reprogrammed from MP&E on 9/04.
FY05	KEYSTONE			0.150	0.150	-	
	EDW			1.180	1.180	-	
FY06	KEYSTONE			0.225	0.225	-	
	EDW			1.195	1.195	-	
FY07	KEYSTONE			0.450	0.450	-	
	EDW			1.220	1.220	-	

630000

FY	Approved Project	Internal Transfers	Carryover	Approved Project Cost	Current Project Cost	Asset/ Deficiency	Explanation
Software Development							
FY03	KEYSTONE		0.491	0.491	0.000	0.491	OSD(C) approved carryover $.491M to FY05 to reprogram $.031M PRPS, $.460 to ECSS
	FIABS		0.479	0.536	0.057	0.479	OSD(C) approved carryover $.479M to FY05 to reprogram $.479M to PRPS
	Inventory Valuation		0.841	0.841	0.000	0.841	OSD(C) approved carryover $.841M to FY05 to reprogram $.841M to PRPS
	Legacy Systems Modernization		6.995	6.995	0.000	6.995	
	SCS		1.156	1.156	0.000	1.156	OSD(C) approved carryover $1.156 to FY05 to reprogram $1.156M to ECSS
	MP&E		4.800	4.800	0.000	4.800	OSD(C) approved carryover $4.8M to FY05 to reprogram $4.8M to PRPS
	RMS		1.039	1.039	0.000	1.039	OSD(C) approved carryover $1.039M to FY05 to reprogram $1.039M to PRPS

060090

Fund 9C
(Dollars in Millions)

Capital Budget Execution
Air Force Working Capital Fund
AF Supply Management Activity Group
Material Support Division

Fiscal Year (FY) 2006/FY 2007 Budget Estimates
February 2005

FY	Approved Project	Internal Transfers	Carryover	Approved Project Cost	Current Project Cost	Asset/ Deficiency	Explanation
FY04	ABACUS			1.360	1.360	-	
	KEYSTONE		1.251	1.936	1.936	-	OSD(C) approved Carryover $1.251M to FY05 due to process of defining requirements were delayed.
	RSSP			1.800	1.800	-	
	FIABS		2.146	3.196	3.196	-	OSD(C) approved Carryover $2.146M to FY05 due to process of defining requirements were delayed.
	EDW			3.085	3.085	-	
	APS	12.231		12.231	12.231	-	OSD(C) approved funds reprogrammed from RMS to APS in FY04
	Legacy Systems Modernization			40.632	8.854	31.778	
	SCS		12.705	17.879	5.174	12.705	OSD(C) approved Carryover $12.705 to FY05 to reprogram to ECSS
	PRPS			2.680	2.680	-	
	EXPRESS			1.000	1.000	-	
	MP&E	-2.700	4.142	6.842	0.000	6.842	OSD(C) approved carryover $6.842M to FY05 to reprogram $4.142M to ECSS and $2.7M to REMIS.
	RMS	-12.231		12.231	0.000	12.231	OSD(C) approved funds for reprogramming to APS in FY04

T60000

FY	Approved Project	Internal Transfers	Carryover	Approved Project Cost	Current Project Cost	Asset/ Deficiency	Explanation
FY05	ABACUS			0.417	0.417	-	
	APS			0.000	0.000		
	KEYSTONE			1.134	1.134	-	
	RSSP			3.140	3.140	-	
	FIABS			8.995	8.995	-	
	EDW			3.170	3.170	-	
	Legacy Systems Modernization			36.396	2.683	33.713	
	SCS			17.318	0.000	17.318	scheduled to migrate to Enterprise Solution ECSS
	PRPS			2.683	2.683	-	
	EXPRESS			0.425	0.000	0.425	scheduled to migrate to Enterprise Solution ECSS
	MP&E			6.251	0.000	6.251	scheduled to migrate to Enterprise Solution ECSS
	RMS			9.719	0.000	9.719	scheduled to migrate to Enterprise Solution ECSS

260092

FY	Approved Project	Internal Transfers	Carryover	Approved Project Cost	Current Project Cost	Asset/ Deficiency	Explanation
FY06	ABACUS			0.211	0.211	-	
	APS			0.000	0.000		
	KEYSTONE			1.172	1.172	-	
	RSSP			3.720	3.720	-	
	FIABS			0.000	0.000	-	
	EDW			3.290	3.290	-	
	Legacy Systems Modernization			2.685	2.685	-	
	SCS			0.000	0.000	-	scheduled to migrate to Enterprise Solution ECSS
	PRPS			2.685	2.685	-	
	EXPRESS			0.000	0.000	-	scheduled to migrate to Enterprise Solution ECSS
	MP&E			0.000	0.000	-	scheduled to migrate to Enterprise Solution ECSS
	RMS			0.000	0.000	-	scheduled to migrate to Enterprise Solution ECSS
	ECSS			29.028	29.028	-	

Capital Budget Execution
Air Force Working Capital Fund
AF Supply Management Activity Group
Material Support Division

FY	Approved Project	Internal Transfers	Carryover	Approved Project Cost	Current Project Cost	Asset/ Deficiency	Explanation
FY07	ABACUS			0.000	0.000	-	
	APS			0.000	0.000	-	
	KEYSTONE			1.211	1.211	-	
	RSSP			2.500	2.500	-	
	FIABS			0.000	0.000	-	
	EDW			3.730	3.730	-	
	Legacy Systems Modernization			2.687	2.687	-	
	SCS			0.000	0.000	-	scheduled to migrate to Enterprise Solution ECSS
	PRPS			2.687	2.687	-	
	EXPRESS			0.000	0.000	-	scheduled to migrate to Enterprise Solution ECSS
	MP&E			0.000	0.000	-	scheduled to migrate to Enterprise Solution ECSS
	RMS			0.000	0.000	-	scheduled to migrate to Enterprise Solution ECSS
	ECSS			28.051	28.051	-	

4600094

Fiscal Year (FY) 2006-2007 Budget Estimate
Department of the Air Force
Depot Maintenance
February 2005
(Dollars in Millions)

Line Number	Item Description	FY 04		FY 05		FY 06		FY 07	
		Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
	$1,000,000 and over - Replacement								
E01G03	BRAT / MADTS Tester Program	0.0	0.0	1.0	0.5	0.0	0.0	0.0	0.0
E02G01	F-16 Aircraft Avionics Digital Test Stands Ph 3	4.0	5.2	1.0	3.8	0.0	0.0	0.0	0.0
E02G02	Fire Control Radar Antenna	2.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0
E02L39	Benchtop Reconfigurable Auto Tester	1.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0
E04G13	Transforming AF Components Surface Restoration Proces	1.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0
E04H05	Machine Shop Modernization	0.0	0.0	0.0	0.0	7.0	3.1	5.0	2.9
E04H07	Decimal Test & Repair Systems	1.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0
E04H10	BRAT	2.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0
E04H17	Bldg. 3001 IOE Transformation	1.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0
E04H18	B-2 Test Program Sets Transformation	1.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0
E04L02	APG-63(V)1 Radar Lab Upgrade	1.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0
E04L15	Modern Aircraft Paint Technologies (IOE)	1.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0
E04L16	Modern Aircraft De-Paint Technologies (IOE)	1.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0
E04L17	Transforming Airborne Electronics Phase 1	1.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0
E05G23	Hydraulic Test Equip for GTE	0.0	0.0	5.0	1.5	0.0	0.0	0.0	0.0
E05G25	Electrical Cable Test Set (ECTS)	0.0	0.0	3.0	2.2	0.0	0.0	0.0	0.0
E05H08	Eddy Current Inspect System (ECIS)	0.0	0.0	7.0	1.9	12.0	3.0	12.0	4.0
E05H10	Pacer Comet III Test Cell Auto System	0.0	0.0	6.0	9.0	12.0	3.0	0.0	0.0
E05H11	Compact Radome Range Equipment	0.0	0.0	1.0	5.7	0.0	0.0	0.0	0.0
E05H16	Heat Treat Addition Cooling Water Sys., B3001	1.0	1.7	1.0	1.9	0.0	0.0	0.0	0.0
E05L18	Antenna Ranges	0.0	0.0	6.0	4.5	0.0	0.0	0.0	0.0
E99G02	F-16 Microwave Test Stands Upgrade	4.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
E99H01	B1B Support - VXI Rehost	1.0	4.0	0.0	0.0	0.0	0.0	1.0	4.5
E05H05	5-Axis CNC Universal Machine	1.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0
E04G50	Mark V Radar System	1.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0
E04H50	220/229 Test Stand Upgrade	1.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0
E07H01	5-Axis CNC Horizontal Machine	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.9
E06H01	Replace Oxygen Regulator Stand Phase 1 & II	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0

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(Dollars in Millions)

Line Number	Item Description	FY 04 Quantity	FY 04 Total Cost	FY 05 Quantity	FY 05 Total Cost	FY 06 Quantity	FY 06 Total Cost	FY 07 Quantity	FY 07 Total Cost
E06H02	ACE Air Conditioners	0.0	0.0	0.0	0.0	12.0	2.7	0.0	0.0
E06H03	Ultra Large Scanning Electron Microscope	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0
E06H04	7600 Ton Elastomer for Sheetmetal	0.0	0.0	0.0	0.0	1.0	3.3	0.0	0.0
E06H05	4-Axis Machining Center	0.0	0.0	0.0	0.0	1.0	1.6	0.0	0.0
E07H02	Large Electronic Beam Welder	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.4
E07H04	CASS for Bldg 240 Equipment	0.0	0.0	0.0	0.0	0.0	0.0	2.0	4.2
E06L01	A/C EQUIPMENT MODERNIZATION PROGRAM (OS)	0.0	0.0	0.0	0.0	1.0	7.1	1.0	5.9
E06L02	FY06 PAINT/DEPAINT IOE	0.0	0.0	0.0	0.0	1.0	4.3	0.0	0.0
E06L03	COMPONENT REPAIR SPT EQUIP	0.0	0.0	0.0	0.0	1.0	6.8	0.0	0.0
E07L01	AN/ALM-205(A/B) Analog Mod T/S (multiyear)	0.0	0.0	0.0	0.0	0.0	0.0	6.0	5.8
E07L02	TEWS Intermediate Support System	0.0	0.0	0.0	0.0	0.0	0.0	2.0	9.0
E07L03	IDS Tester Rehost (multiyear)	0.0	0.0	0.0	0.0	0.0	0.0	1.0	3.1
E07L05	KPST Test Station	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.7
E07G01	Aircraft Component Repair Support	0.0	0.0	0.0	0.0	0.0	0.0	3.0	6.2
E06G01	Avionics Support	0.0	0.0	0.0	0.0	2.0	6.5	2.0	7.2
E07G02	Software Support	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.1
E06G02	Missile Support	0.0	0.0	0.0	0.0	2.0	5.4	1.0	1.0
	$1,000,000 and over - Replacement Subtotal	26.0	79.2	31.0	30.9	54.0	49.7	40.0	59.8
	$1,000,000 and over - Productivity								
E02H58	AFATS Software/Hardware Upgrade	0.0	0.0	1.0	2.8	1.0	3.0	1.0	3.0
E07H03	B-52 Silhouette Workstand Set	0.0	0.0	0.0	0.0	0.0	0.0	4.0	6.0
E04L03	Radar Module Test Station	2.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
E05L17	HP3075 Series III Digital Test Sta	0.0	0.0	1.0	5.5	0.0	0.0	0.0	0.0
E06L04	TPS REHOST	0.0	0.0	0.0	0.0	1.0	1.9	0.0	0.0
E06L05	APG-63 RE-HOST	0.0	0.0	0.0	0.0	1.0	3.4	0.0	0.0
E07L04	ALR-56C TPS Re-host	0.0	0.0	0.0	0.0	0.0	0.0	1.0	3.9

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Line Number	Item Description	FY 04 Quantity	FY 04 Total Cost	FY 05 Quantity	FY 05 Total Cost	FY 06 Quantity	FY 06 Total Cost	FY 07 Quantity	FY 07 Total Cost
	$1,000,000 and over - Productivity Subtotal	2.0	4.4	2.0	8.3	3.0	8.3	6.0	12.9
	$1,000,000 and over - Environmental								
	No projects	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	$1,000,000 and over - New Mission	0.0	0.0	1.0	3.0	0.0	0.0	0.0	0.0
E05L16	Upgrade Avionics Lab to ADCP	0.0	0.0	1.0	3.0	0.0	0.0	0.0	0.0
E05L19	Upgrade Avionics Lab to PACS-45								
	$1,000,000 and over - New Mission $1M Subtotal	0.0	0.0	2.0	6.1	0.0	0.0	0.0	0.0
	$1,000,000 and over - Total	28.0	83.6	35.0	45.3	57.0	58.0	46.0	72.7
EF0000	* $500,000 to $999,999.99	5.0	3.3	4.0	2.5	11.0	3.6	5.0	2.7
E99999	* $100,000 to $499,999.99	4.0	1.0	11.0	4.3	0.0	0.0	5.0	1.2
	Total Equipment	37.0	87.8	50.0	52.1	68.0	61.7	56.0	76.6
	ADPE & Telecommunication Equipment								
A96001	DMAPS/Legacy System Modernization	1.0	8.9	1.0	7.5	1.0	6.7	1.0	7.5
	ADPE & Telecom Subtotal	1.0	8.9	1.0	7.5	1.0	6.7	1.0	7.5
	Software Development (Internally)								
S96001	ABACUS	1.0	1.4	1.0	0.4	1.0	0.2	1.0	0.2
S97001	DM Legacy System Technical Refresh	1.0	54.6	1.0	55.3	0.0	0.0	0.0	0.0
S97002	DMAPS Development/Implementation	1.0	6.8	1.0	6.8	1.0	3.4	1.0	3.4
S97003	ECSS	0.0	0.0	0.0	0.0	1.0	56.0	1.0	54.3
	Software Development Subtotal	3.0	62.8	3.0	62.5	3.0	59.6	3.0	57.8

Fiscal Year (FY) 2006-2007 Budget Estimate
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Line Number	Item Description	FY 04		FY 05		FY 06		FY 07	
		Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
M00000	Minor Construction	4.0	2.0	7.0	3.4	7.0	5.0	5.0	3.0
	Prior Year Adjustments	5.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
	TOTAL	50.0	162.2	61.0	125.4	79.0	132.9	65.0	144.9

860000

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/FY2007 Budget Estimates					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: E01G03 BRAT/MADTS Tester Program** Replacement						Activity Identification **OO-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
BRAT/MADTS Tester Program Ph 4 of 4				1	500	500						

Narrative Justification:
Phase 4 of 4, multi year program (FY01 $3,000,000, FY02 $1,197,000, FY03 $2,834,796, FY05 $500,000). Program will provide three (3) BRAT Test Set @ $500,000 each and fifty (50) Test Program Sets/Interface Test Adapters (TPS/ITAS) @ $6,031,796 total. Program total is $7,531,796. The MADTS is the Automatic Test and operational platform that enables repair of nearly fifty (50) circuit cards, power supplies and Shop Repairable Units (SRU's) designed in the early 1970s. The first tester was delivered to SM-ALC about 1975. The MADTS is comprised of antiquated equipment and no longer supported by the Office of Equipment Management. Some of the station component parts are no longer available. The testers fail frequently and require extensive effort to repair. The MADTS testers have also far exceeded their expected useful life. Prior to ATE management transition to Robins AFB (circa '00), principals at Kelly AFB assessed the MADTS to be 75% non-supportable; the stations were deleted from ATE management files because of that fact. Currently all testers are permanently non-operational. 1st MADTS stations condemned with in the first year of transfer from McClellan AFB (1999). Irrevocable station failure of the 2nd station occurred Apr 02 and the 3rd station in Mar 03. Approximately 90% of this project has either been completed or is in progress. These new stations will allow sustainment of a high to moderate volume workload and are required to support the F-16/F-15 Aircraft. This is a long term fix for repair activities in the Electronics Directorate. On completion of this project we expect overtime requirement and maintenance cost will diminish.

SIR: 1.35 Payback: 11.2 yrs

Impact if not provided:
The MADTS test stations test and verify all subassembly circuit function of all circuit card assemblies and SRUs installed in the Air Data Computer (ADC), Air Navigation Multi-function Indicator (ANMI), Air Heading Reference System (AHRS), and Programmable Signal Data Processor (PSDP). These electronic Line Repairable Units (LRU's) are critical flight components of the F-16/F-15 aircraft. Failure to migrate the remaining SRUs to the BRAT tester severely limits SRU production needed for LRU repair and jeopardizes the ability to support the war fighter. The current 957 units on backorder attest to this serious production problem. F-16/F-15 mission and safety of flight could be seriously affected. **NOTE**: TPS development and station acquisition will require approximately one year to complete, after receipt of funding. **CSN: G155G6**

660000

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/FY2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	Line Number: E02G01 Productivity F-16 Aircraft Avionics Digital TS ADTS 2 of 3						Activity Identification OO-ALC					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
F-16 Aircraft Avionics Digital TS ADTS 2 of 3	4	1289.7	5159	1	3773	3773						

Narrative Justification:
Test Station and the corollary TPS/ITA's for each Shop Repairable Unit (SRU) support the F-16/F-15 weapons system. The ADTS workload is in the process of being completely migrated to the BRAT Test Station. Workload on the ADTS (not yet migrated to the BRAT) is presently produced utilizing station time borrowed from a sister organization (MALA) because the MALECA station was irreparable and condemned. Most items cannot be produced because of station time constraints caused by poor station reliability, a limitation to 3rd shift only production and the fact that no station repair capability exists during 3rd shift. Borrowed (MALA) stations are presently being rebuilt into a totally new and updated configuration, which will not support the MALECA workload. The stations that we are borrowing time from will be refurbished to meet their (MALA) workload requirements. At that time, the stations will no longer be useable for our workload. An economic analysis is on file.**SIR: 1.22 payback 36 years.**

Impact if not provided:
A complete inability to repair vital component parts of the F-16/F-15 weapons system will be the result, if unfunded. Static testing, rather than the more comprehensive dynamic testing is an often used contract method to avoid inherent ATE acquisition, operation, and maintenance costs, resulting in test voids and possible product quality compromise. The current 504 units on backorder attest to a serious production problem. F-16 mission could be seriously affected to include grounded aircraft. **IMPORTANT TO NOTE**: Source identification and selection, contract award, software development, hardware design and manufacturing processes will require a minimum of twelve months from receipt of funds. Most workload will be in a complete work stoppage situation should the borrowed stations become unavailable for any reason. **CSN: G0P3H1, G1P2G3 & G1P3G3**

0001000

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/FY2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E02G02 Fire Control Radar Antenna** Replacement						Activity Identification **OO-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Fire Control Radar Antenna	2	1163	2326									

Narrative Justification:
The purpose of this project is to test and calibrate antennas as part of the repair process in the F-16 Avionics Intermediate shop. The replacement effort is required to continue providing a test capability for antennas on the F-16 Aircraft through projected program life expectancy, FY2020. The repair facility has tried to continue to satisfy demands for antennas through cannibalization of parts, overtime and multiple shifts. But the backlog of antennas requiring test is growing along with the number of Mission Incapable Awaiting Parts (MICAPs) for these end items. Currently, the shop's capacity cannot satisfy peacetime demands; there is no capability for a wartime surge. An economic analysis has been accomplished and certified by OO-ALC/ FMC to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA was electronically sent to HQ-AFMC/FMP/FMC through the Knowledge Now Web Site and is on file in HQ AFMC/LGPE. The EA saving to investment ratio is 1.6, with a payback of 9.8 years. This project is expected to be installed in Mar 2004 and operational in Apr 2004.

Impact if not provided:
Antennae backlogs awaiting testing will grow, MICAPs will increase. The F-16 Aircraft will become unsupportable and non-mission capable by 2004 when the remaining systems are projected to fail and become non-supportable.

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/FY2007 Budget Estimates					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: E02L39 Benchtop Reconfigurable Automatic Testers (BRAT)** Replacement						Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Benchtop Reconfigurable Automatic Testers (BRAT)	1	5305	5305									

Narrative Justification:

The project objective is to replace nine antiquated, manual/semi-automatic testers with eight BRATs in FY02, FY03, and FY04. The current test stations are becoming increasingly difficult to support. Parts shortages and reliability hamper production. Currently, the E-3 AWACS is undergoing a tremendous change with upgraded avionics. In order to provide continued parts support and production, the maintenance equipment must also be upgraded. Additionally, new improvement programs are in process with future programs on the horizon. To meet these challenges, the test equipment required to support these programs must be upgraded to be compatible. New test software was delivered to the E-3 depot maintenance shop, but in many cases cannot be utilized because of the lack of appropriate BRAT equipment. In addition, the present manual/semi-automatic testers are 18-20 years old and in many cases, unsupportable. The long-term benefits greatly out-weigh the short-term investment as shown in the economic analysis. An economic analysis (EA) was certified that this EA meets the criteria outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The economic analysis is on file and reflects a projected savings to investment ratio of 1.3 with a payback period of 8.0 years. This project is expected to be installed and savings to begin in December 2004.

Impact if not provided:

There are four types of problems dealing with the current testers within the E-3 shop: 1) The aging testers, 2) test program set (TPS) development, 3) current workload demands, and 4) overflow workload temporarily repaired by contractors. Currently, flow times are increasing and significant overtime is being used just to maintain demand. If failure occurs that involves one of the unsupportable parts, and cannibalization is not possible from another tester, the result will be a catastrophic event that will shut down our capability to repair specific E-3 assets. **CSN: L1M3U0**

201000

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/FY2007 Budget Estimates					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: E04G13 Transforming AF Components Surface** Replacement						Activity Identification **OO-ALC**					
	FY2004			FY2005			FY2006			FY2007		
Element of Cost	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Transforming AF Components Surface	1	13000	13000									

Narrative Justification:

This project will transform antiquated hydraulics, landing gear, auxiliary GTE (gas turbine engine), aircraft secondary power group repair capabilities into a world class Air Force Component Surfaces Restoration Process. This project is a phased implementation to replace archaic equipment to meet and exceed industrial benchmark standards based on industry counterparts, e.g., BF Goodrich and Heroux, and introduces state-of-the-art repair processes. The investment is anticipated to return to the AF a 30% improvement in uptime through faster throughput, 25% better quality in overall components surfaces, 20% improvement in shortened response time to mission requirements, 15% lower condemnation rates, 60% reduced rework to surfaces, and 30% reduced flow days and overall capacity. Some results will be realized within eighteen months as new equipment and protocols are initiated. This project is an approved Depot Transformation project and was moved from the Budget Program (BP) 19 appropriations account to the Working Capital Fund by Presidents Budget Decision (PBD) 406. An economic analysis for this effort reflects a projected savings to investment ratio of 4.4 for the overall project. This equipment should be installed and production ready in FY2006.

Impact if not funded:

Items will continues to be repaired using obsolete equipment and outdated processes that consumes more energy and produces more scrap due to inability to maintain process tolerances. Backlogs will grow, cost of doing business will increase, and capabilities will diminish. Older equipment does not have the latest safety features and places workers at greater risk of injury.

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/FY2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E04H05 Machine Shop Modernization**			Replacement			Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Machine Shop Modernization							7	443	3100	5	580	2900

Narrative Justification

This project will allow replacement of critical obsolete machining and grinding equipment with state-of-the-art computerized numeric controlled (CNC) machine tools. For the seven new machines purchased, eight will be turned in. The machine shop workload is currently being performed by outdated, conventional equipment that makes it extremely difficult to meet required specifications and tolerances. There will be a continued decline in supportability and production effectiveness and an increase in recycle costs and production costs due to the current machines' inability to meet required tolerances. There is a possibility line-stoppages will occur, which would result in a mission capability condition. The machining workload for engine repair is estimated at 850,000 hours annually. The current equipment is over 30 years old with some pieces having already undergone refurbishment. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The present economic analysis reflects a savings to investment ratio of 3.14 with a payback of 2.86 years. The equipment will be implemented 30 October 2006.

Impact if not provided: This equipment is used to support the repair of jet engine components that are used on F-15, F-16, B-1B, F-16A/B/C/D, KC-135, E-6A and B-2A Aircraft. This core workload is unique to the center, therefore, it cannot be sent to another government installation. Unavailability of parts could result in the equipment being repaired on an emergency basis contributing towards the possibility of line stoppage. Failure to fund new machine tools in a timely manner will result in the inability to perform these repairs and jeopardize the readiness of the Air Force.

4U1000

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/FY2007 Budget Estimates					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: E04H07 Decimal Test & Repair Systems** Replacement						Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Decimal Test & Repair Systems	1	1500	1500									

Narrative Justification:
This project calls for the upgrade of the Depot DEC (Digital Engine Controls) test and repair systems (DDTRS) test stand. This purchase will increase system throughput and eliminate engine control MICAPS (Mission Incapable Awaiting Parts) by decreasing existing Test Program Sets (TPS) run times and by increasing system reliability. These three DDTRS's will be used in the Electronics Production Section to support the F-16 weapon system engine controls workload. These test stands will support the repair of jet engine controls that are used on F-16 Aircraft. Elements considered are reduction in overtime and reliability of equipment. Upgrading the DDTRS will also provide automated calibration capability thereby also decreasing production time and increasing available capacity. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of 3.02 with a payback period of 2.9 years. This project is expected to be installed and savings to begin in May 2005.

Impact if not provided:
There will be a continued increase in MICAPS and a decrease in production effectiveness. There will also be an increase in backorders. Failure to fund the upgrade to two DDTRS Test Stands and one new DDTRS will result in the inability to perform these tests and jeopardize the readiness of the Air Force. The workload supported by this equipment is considered core. **CSN: H23MU2**

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/FY2007 Budget Estimates					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: E04H10** Productivity **C-5 Bench Top Reconfigurable Test Set (BRAT)**						Activity Identification **OC-ALC**					
	FY2004			FY2005			FY2006			FY2007		
Element of Cost	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
C-5 Bench Top Reconfigurable Test Set (BRAT)	2	450	900									

Narrative Justification
OC-ALC Aircraft Management Directorate Production Branch, Tanker Branch, Engine Control Unit has determined the need to replace one Bench Top Reconfigurable Test Sets (BRAT) in support of the C-5 Autopilot workload, and purchase a second test set to support the C-5 Go-Around Attitude Subsystem (GAAS)/Stallimeter workload. The existing test set is becoming non-supportable for repair parts and replacement is needed in order to eliminate equipment downtime and subsequent backorders. Supportability of the antiquated test set necessitates replacement with BRAT configured to run the C-5 Autopilot workload. The current C-5 GAAS/Stallimeter workload consists of 31 sub-assemblies. This workload has exceeded the capability of the one dedicated test set. Continual inability to meet existing workload schedules will result in excessive backlog of various C-5 electronic sub-assemblies. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI65-501 and AFMAN 65-506. The EA is on file and reflects a projected saving to investment ratio of 1.84 with a payback period of 4.76 years. The equipment will be production ready in October 2004.

Impact if not provided:
The equipment supports repair of the C-5 weapon system electronic systems. The new equipment will eliminate downtime experienced due to non-availability of parts to support the obsolete equipment. This has a direct impact on the mission readiness of the Air Force by eliminating MICAP conditions. **CSN: H23PU1**

9J1000

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/FY2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E04H17** Replacement Bldg. 3001 IOE Transformation						Activity Identification **OC-ALC**					
	FY2004			FY2005			FY2006			FY2007		
Element of Cost	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Bldg. 3001 IOE Transformation	1	8000	8000									

Narrative Justification:
This project is for the purchase of Initial Outfitting Equipment (IOE) in support of the FY04 Bldg. 3001 Lean Modernization, Phase 1 MILCON project. This project will purchase thirteen new pieces of industrial support equipment that supports the nucleus of the Propulsion Division's lean transformation into a world class Engine Depot, utilizing a cellular design approach. The project replaces antiquated, worn-out equipment with new state-of-the-art Computerized Numerically Controlled equipment. The proposed equipment includes 4 Vertical Turret Lathes, 6 Grinders, 1 Horizontal Boring Machine, 1 High Pressure Water Jet, and 3 Coordinate Measuring Machines. All of the equipment is used for precision metal turbine engine components. The equipment will be arranged into a Lean configuration on the shop floor. By placing the equipment into a Lean configuration, the wasted time and effort that is currently being expended in the traditional batch and queue production methods are eliminated. The project is expected to decrease machining times by an estimated 40% and decrease recycle rates by an estimated 25%. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file and reflects a projected savings to investment ratio of 1.48 with a payback period of 9.17 years. The equipment should be installed and operational by 30 Oct 04.

Impact if not provided:
There will be a continued decline in supportability and production effectiveness and an increase in recycle costs and production costs due to the current machines inability to meet required tolerances. Parts and serviceability are becoming hard to achieve due to the age of this equipment. There is the possibility line-stoppages will occur, which would result in a MICAP. The weapon systems supported are the F-15, B-1B, F-16A/B/C/D, KC-135, E-6A, and B-2A. **CSN: H35W10**

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/FY2007 Budget Estimates					
Department of the Air Force **Depot Maintenance** **Feb 2005**	**Line Number: E04H18** **B-2 Avionics Test Program Set Upgrade**					Replacement	Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
B-2 Avionics Test Program Set Upgrade	1	6500	6500									

Narrative Justification:
This project is for the upgrade of the Depot Level test and repair capability of the B-2 Shop Repairable Units Equipment (SRUs) and Line Replaceable Units (LRUs) by providing Test Program Sets (TPSs) that execute on existing B-2 Automatic Test Equipment (ATE). This supports the B-2 Avionics repair which is a core capability. Currently there are numerous TPSs that test B-2 SRUs and LRUs on the B-2 ATE. There are still a large number that do not have this test capability. This leaves holes within a black box with either no test and repair capability or a procedure that depends on limited manual test procedures that are both time consuming and limited in fault isolation. This problem has limited the ability to provide a depot repair capability for a complete black box. The transformation will entail upgrading test capabilities by providing TPSs that execute on B-2 ATE allowing total repair of all SRUs/LRUs within a black box. This allows the black box to have the full organic repair capability. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file and reflects a projected savings to investment ratio of 1.20 with a payback of 7 years. The project should be complete and TPSs functional by November 2006.

Impact if not provided:
This upgrade will reduce Mission Capable (MICAP) shortages and turn-around time for repairs. Lack of funding will create a loss of depot level organic repair capability of numerous B-2 weapon systems Avionic end-items. Continued interim contractor support will be required to support the workload. If provided, the reduction of MICAP and repair times will have a positive impact to the support of the Air Force Ware Fighter mission. **CSN: H35MU1**

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E04L02 APG-63(V)1Radar Lab Upgrade** Replacement						Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
APG-63(V)1 Radar Lab Upgrade	1	4180	4180									

Narrative Justification
The F-15C/D fleet is being retrofitted with the APG-63(V)1 radar. WR-ALC/MASF currently performs updates to the APG-63 and APG-70 Operational Flight Programs (OFP). By upgrading the existing radar lab to incorporate the APG-63 (V) 1, MASF can assume this workload from the contractor, Raytheon Systems, Inc. Economies of scale will be realized by having all F-15 radar OFP work performed at one site since manpower can be shared among the various workloads. Raytheon Systems, Inc. currently performs the APG-63 (V) 1 OFP workload at an annualized cost of approximately $12.32M/year. By sharing resources among three different OFP workloads, WR-ALC/MASF can perform the same workload for approximately $3.45M/year. By moving the APG-63 (V) 1 OFP workload from the contractor to organic, the 50/50 position will also be improved. An economic analysis (EA) was certified that this EA meets the criteria outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The Economic Analysis is on file and projects a savings to investment ratio of 14.32 with a payback period of 3.0 years. This project is expected to be installed and savings to begin in June 2005. The project will start in FY04 and the remaining portion of the project is on the long term strategy list.

Impact if not Provided: The contractor will continue to perform the workload, resulting in the government overpaying for this product. Additionally, economies of scale as well as improving the 50/50 posture will be overlooked. **CSN: L1P2U2**

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/FY2007 Budget and Estimate Review					
Depart of the Air Force Depot Maintenance Aug 2004	Line Number: E04L15 Modern Aircraft Paint Technologies (IOE) Replacement						Activity Identification WR-ALC					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Modern Aircraft Paint Technologies (IOE)	1	7000	7000									

Narrative Justification:

This project provides the initial outfitting equipment (IOE) required to transform out-dated paint capability to state-of-the-art technology for application of corrosion resistant coatings. The equipment required include such items as telescoping man-lifts, a chemical distribution system, a respiratory air system, a paint gun cleaning system and a fall protection system. This equipment replaces a current capability that is used in a 35-year-old joint use facility and will be installed into a new dedicated paint technology facility to accommodate a C-5, C-17, and smaller airframes overhauled at Robins AFB for top quality paint application. The equipment supports 2.3M hours of core/core-plus programmed depot maintenance aircraft workloads and will provide for improve quality, allow application of high gloss coatings, eliminate bottlenecks, decrease aircraft depot flow times, add a flexible capability for existing and future aircraft corrosion control requirements, and alleviates need to contract a portion of aircraft paint workload. This transformation project implements the best practices identified and studies performed with the AF Corrosion Control office, AFRL, and industry to identify the best process technology and coatings for use on aircraft. This project is an approved Depot Transformation project and was moved from the Budget Program (BP) 19 appropriations account to the Working Capital Fund by Presidents Budget Decision (PBD) 406. An economic analysis for this effort reflects a projected savings to investment ratio for the project is 2.8 and payback period is 9 years. This equipment should be installed and production ready in June 2008.

Impact if not funded:

Lack of the proposed IOE for the paint hangar would render an approved MILCON facility ineffective for its intended purpose and benefits of constructing the facility would be lost. This would prevent the timely completion of paint workloads on supported aircraft and may force paint workloads to be contracted at alternative locations, at higher sales rates and increased throughput times. Operating commands will continue to experience time delays in return of mission ready aircraft. **CSN: L159E4**

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/FY2007 Budget and Estimate Review					
Depart of the Air Force Depot Maintenance Aug 2004	**Line Number: E04L16 Modern Aircraft De-Paint Technologies (IOE)** Replacement						Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Modern Aircraft De-Paint Technologies (IOE)	1	8000	8000									

Narrative Justification:

This project provides the initial outfitting equipment (IOE) that transforms out-dated de-paint capability to state-of-the-art technologies for removal of corrosion resistant coatings. The equipment required includes such items as telescoping man-lifts, a media distribution system, a respiratory air system, and a fall protection system. This equipment replaces a current capability that is used in a 35-year-old joint use facility and will be installed into a new dedicated de-paint technology facility to accommodate a C-5, C-17, and smaller airframes overhauled at Robins AFB for paint removal. The equipment supports $2.3M hours of core/core-plus programmed depot maintenance aircraft workloads and will provide the facility with an industry-accepted "dry" de-paint process known as plastic media blast (PMB) – the preferred de-paint process for our large aircraft, eliminate bottlenecks, decrease aircraft depot flow times, add a flexible capability for existing and future aircraft corrosion control requirements, and alleviates need to contract a portion of aircraft de-paint workload. This transformation project is to support the Congressional insert of the Corrosion Control De-paint Facility (MILCON) in FY03 and implements the best practices identified in studies performed with the AF Corrosion Control office, AFRL, and industry to identify the best process technology and coatings for use on aircraft. This project is an approved Depot Transformation project and was moved from the Budget Program (BP) 19 appropriations account to the Working Capital Fund by Presidents Budget Decision (PBD) 406. An economic analysis for this effort reflects a projected savings to investment ratio for the project is 2.4 and the payback period is 9.9 years. This equipment should be installed and production ready in June 2008.

Impact if not funded:

Lack of the proposed IOE for the de-paint hangar would render an approved MILCON facility ineffective for its intended purpose and benefits of constructing the facility would be lost. This would prevent the timely completion of de-paint workloads on supported aircraft and may force de-paint workloads to be contracted at alternative locations, at higher sales rates and increased throughput times. Operating commands will continue to experience time delays in return of mission ready aircraft. **CSN: L15PI1**

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Depart of the Air Force Depot Maintenance Feb 2005	**Line Number: E04L17 Transforming Airborne Electronics Phase 1** Replacement						Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Transforming Airborne Electronics Phase 1	1	5000	5000									

Narrative Justification:

This investment provides state-of-the-art technology to modernize and improve aircraft avionics repair capability required to support F-15 and B1-B core requirement by transforming our testers from outdated technology to new generation technology. It provides a technology upgrade to the existing systems to provide automated testing capability across multiple components and a process to reduce development costs associated with operational flight program (OFP) and manufacture of circuit assemblies. The modernization is required to replace outdated 1970s/1980s technology that is fast becoming obsolete and unsupportable with new computer-controlled microwave test generators, laser test station capability, and other test station enhancements in avionics repair of components and OFP development. The expected benefits include a reduction in flow days/processing time resulting from time savings generated by highly repeatable test conditions and minimal setups. Contract workload can be returned to organic depot to offset the core deficit. This project is an approved Depot Transformation project and was moved from the Budget Program (BP) 19 appropriations account to the Working Capital Fund by Presidents Budget Decision (PBD) 406. The economic analysis for this effort reflects a projected savings to investment ratio for the project ranges from 1.59 to 9.86 and the individual equipment item paybacks range from 4 to 9 years. This equipment should be installed and production ready in June 2008.

Impact if not funded:

As the equipment and workload continues to age and the equipment becomes non-supportable, the ability to test for possible failures that can cause avionics and software components to fail becomes difficult and impossible. Failure to test for these variables correctly may result in an inability to accomplish workloads and result in fewer serviceable components available to support mission requirements.

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Depart of the Air Force Depot Maintenance **Feb 2005**	**Line Number: E05G23** Replacement **Hydraulic Test Equipment for GTE**						Activity Identification **OO-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Hydraulic Test Equipment for GTE				5	300	1500						

Narrative Justification:
We currently have six aging test stands. Four of these are variants of the Hydraulic Component Test-stand (HCT). One is a Lube Accessory Stand and the other is a PTS-1000 test stand. These test stands are used to test a variety of oil pumps, oil accessories and oil coolers under flow and pressure conditions. These stands transferred from Kelly Air Force Base (AFB) as part of the Base Realignment and Closure (BRAC) decision. The BRAC had stopped the acquisition of new equipment and the modernization of existing equipment at Kelly. Also the long trip has not been gentle on these aging relics. The four HCT stands date from the early 60's with the others being only slightly newer. **SIR: 1.9 Payback: 8 yrs.**

Impact if not provided:
The following factors are the reasons for replacing this equipment: Age, frequent breakdowns, parts difficult to locate, 40 year old technology, problems caused during shipment, and high maintenance cost. The workload at San Antonio was 11,250 hours per year our new projection is 20,000 hours per year, and loss of production and readiness to meet our goals. Continued time loss is due to equipment waiting for repairs. A recent repair/replacement of a drive system caused downtime of 13 days. **CSN: G14HG0**

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Depart of the Air Force **Depot Maintenance** **Feb 2005**	**Line Number: E05G25** Replacement **Electrical Cable Test Set (ECTS)**						Activity Identification **OO-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Electrical Cable Test Set (ECTS)				3	733.3	2200						

Narrative Justification:

This project is to replace the Electrical Cable Test Set (ECTS) with reliable, maintainable hardware, utilizing current technology. The ECTS is used to support Depot level acceptance and functional testing of the first, second and third stage flight hardware of the Minuteman II and III missile. We are currently ramping up to support full rate production of the Propulsion Replacement Program (PRP), a major modification to extend the life of the Minuteman Weapon System through 2020. Reliable and maintainable support equipment is required to ensure the Depot can support this program requirement. **SIR: 0 Payback 0,** vital mission letter on file.

Impact if not provided:

The current ECTS were built in 1985, and due to aging, constant usage, and diminishing sources of repair parts, supportability is becoming questionable and reliability is degrading. This is resulting in increased downtime and effects supportability of the ICBM weapon system. Failure to support this project will impact the Depot's ability to support full rate production of PRP and the subsequent sustainment of the Minuteman Weapon system through 2020. **CSN: G3P1G1**

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force **Depot Maintenance Feb 2005**	**Line Number: E05H08** **Replacement** **Eddy Current Inspection System (ECIS)**						Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Eddy Current Inspection System (ECIS)				7	265	1855	12	250	3000	12	333.3	4000

Narrative Justification

This project will replace the existing system manipulator. The new manipulator will have an extended work envelope, allowing it to reach the more complex geometry parts. The bladed disks on the F117 and bladed rotors on the F119 are examples of parts we are not able to currently support. The eddy current inspection system will be used to support the F100/200/220/220E, F101, F108, F110 and F118 engine repair workload. These support the F15, B1, KC135, F16 (C/D), and B2 aircraft. There are currently 31 automated eddy current inspection systems (ECIS). The systems are used to inspect the main rotating parts in each engine to detect extremely small flaws. Our efforts are very critical on the newest engines, which use complex designs and state-of-the-art materials to provide maximum thrust at the lowest possible weight. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio + .290. The true value of this program is difficult to measure, as the engines it will support are only now being fielded. Estimated implementation is September 2007.

Impact if not provided:

The flaw-detection needs for new engine (F117 and F119) programs cannot be met using any existing equipment, due to the physical size of the parts. The only existing hardware of sufficient size to process these parts are in the rocket engine program at NASA. These engines will be reduced in on-wing life by our ability to detect flaws. Engines will be forced to return to depot 50% sooner than if we were able to meet the inspection needs. Each engine would require new parts, rather than overhaul of new components. This would be in excess of $400,000 per engine processed. Failure to a fund new eddy current inspection system in a timely manner will result in the inability to perform these repairs and jeopardize the readiness of the Air Force. **CSN: H1PEG0**

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: E05H10** Replacement **Test Cell Automation System (Pacer Comet III)**						Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Test Cell Automation System Phase I in FY05 Phase II in FY06				6	1500	9000	12	250	3000			

Narrative Justification
This is a phased project with six units being replaced in FY05, two units in FY06, three units in FY08, and three units in FY10. This project will replace an existing system that has far exceeded its originally project lifespan of ten years. The existing system runs all engines currently maintained. It also collects the engine data associated with the testing. The new system will replace the obsolete and unsupportable data collection reduction system. The new system will use Commercial Off The Shelf (COTS) equipment and will utilize the latest generation technology in hardware and software. It will provide the system and software to run all engines currently maintained in a fully automated mode. The weapons systems supported by this equipment are the F-14, F-16, B-52, B-1B, B-2, C-141, E-3, E-6, E-8, and EF-111. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of 0.20 with a payback period of 44.70 years. Due to this low ratio, a vital mission memo was submitted by OC-ALC and is on file with HQ AFMC/LGPE. This project is expected to be installed and savings to begin in September 2006.

Impact if not provided:
Supporting the Air Force mission will become increasingly more difficult and expensive as downtimes continue to increase. The progressive failures testing the TF30, TF33, F100, F101, F108, F110, and F118 engines will render the Air Force engine test capability inoperable. **CSN: H2PXG1**

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E05H11 New Compact Radome Range (CRR) Equipment** Replacement						Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
New Compact Radome Range (CRR) Equipment				1	5700	5700						

Narrative Justification

The purpose of this project is to replace an existing Far Field Range (FFR) testing system. This project requires an associated CPP minor construction purchase of $550,000. The current FFR was built in 1957 and has equipment that was incorporated into it between 1969 and 1982. The technology in the existing FFR is outdated and is becoming increasingly difficult to maintain. Over the past five years the FFR has averaged over thirty repair work orders per year. This existing equipment also uses 150,000 square feet of industrial zoned land compared to only 2500 square feet being required for the CRR. The new equipment includes a new test stand, test chamber, air-conditioning equipment, and range instrumentation. This equipment will be placed into a new facility used to accomplish the CRR testing. The CRR has several advantages over the existing FFR. It is an all weather facility, it shields classified frequencies, and it eliminates equipment exposure. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI65-501 and AFMAN 65-506. The EA is on file and reflects a projected saving to investment ratio of (0.01). With a negative SIR there is no payback. Due to this low ratio, a vital mission memo was submitted by OC-ALC and is on file with HQ AFMC/LGPE. The project will be complete and fully operational by July 2007.

Impact if not provided:

If new compact radome range equipment is not purchased and its housing is not built, the existing Far Field Range (FFR), with its outdated technology, may eventually experience a failure that cannot be repaired. This could cause radome testing to cease and eventually degrade B-52 aircraft availability across the Air Force. **CSN: H23DG1**

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E05H16 Heat Treat Addition Cooling Water System Building 3001** Replacement						Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Heat Treat Addition Cooling Water System Building 3001	1	1718	1718	1	1850	1850						

Narrative Justification

This project replaces an older heat treat addition cooling water system in building 3001. This cooling system cools twelve vacuum furnaces. The present system has deteriorated significantly requiring new fluid coolers, piping and controls. Since the installation of the existing system, new equipment has been installed requiring additional cooling capacity. The deterioration of the existing system has reduced its cooling capability. As cooling requirements have gone up, cooling capacity has decreased. This has reached a point where the existing equipment is not capable of cooling the furnaces. Furnaces are shutting down or overheating due to the lack of cooling. Overheating causes furnace malfunctions and requires repairs. Significant delays have resulted due to furnace shutdowns. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of 0.14 and payback period of 61.10 years. Due to this low ratio, a vital mission memo was submitted by OC-ALC and is on file with HQ AFMC/LGPE. This project is expected to be installed and savings to begin in March 2005.

Impact if not provided:

Failure to fund the replacement of this cooling water system will result in significant delays or the inability to repair jet engine components on the F100, F101, F110, TF33 and TF30 engines. The impact is lower production, higher overtime usage, longer downtimes, and potential work stoppages. **CSN: H33JG1**

000118

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E05L18 Antenna Ranges** Replacement						Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Antenna Ranges				6	750	4500						

Narrative Justification: Six antenna ranges (indoor and outdoor) were selected by MAIPB (Process Engineering Support for MAIB) that warranted immediate repair enabling the continued repair & testing of radomes & antennas for the following systems: Strat Radar (APQ-166), LANTIRN (AAQ-13), APG-63, APQ-122, APQ-170, APN-218, ALQ-172, and APQ-175. The above production work is considered "core work-load". Most of these ranges are configured in a large anechoic chamber with a surrounding parent enclosure, compact reflector, transmitter, source feeds, positioning system, receiver system, instrument control system, range boresight/alignment fixtures, software, and ancillary equipment. With this technological integration of electrical and mechanical components, the occurrence of failures, additional maintenance, unpredicted downtime, and overhead engineering troubleshooting have dramatically increased. The ranges in question are approaching obsolescence (currently 20-25 yrs. of age for some of the ranges) and the equipment & software are becoming harder to support and replace when failure occurs. It is believed that some of the obsolete components cannot be repaired again. Many of the mechanical features such as worn gears, faulty cables, and over used motors may begin degrading many of the precise measurements needed for daily operation. This will lead to longer repair times and a lesser quality repair. The maintenance/service contracts (which only include some of the instrumentation portion of the ranges) by the only known repair contractor is expected to drop their support or either renegotiate (the price might triple) sometime in the near future. Downtime has increased (adding excessive cost to the process). We propose to refurbish the existing ranges (only retrofitting the important critical components) to extend the life expectancy for an additional 20 years. More importantly, MAI would like to retrofit the above ranges while there is still time before an evident range failure occurs. Currently the failures are consuming much production and overhead time, but after the proposed refurbishment majority of the problems are expected to end. An economic analysis (EA) waiver has been requested. This project is expected to be installed and savings to begin in December 2006.

Impact if not Provided: Without support to this effort, the antenna/radome repair & testing would eventually cease for the following aircraft: F-15, C-130, KC-135, C-141, and B-52 (thus grounding the fleet). **CSN: L34DU2**

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E99G02** Replacement **F-16 Microwave Test Stand**						Activity Identification **OO-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
F-16 Microwave Test Stand	4	153	610									

Narrative Justification:
The purpose of this project is to complete the sustainment effort begun in FY99 on the F-16 Microwave Test Stands. (FY99 $1.683M, FY00 $3.0M, FY01 $4.808M, FY02 $1.2M funded to date). Program will refurbish 10 stations; FY04 - $612,000 will provide the outstanding amount for funding shortfall from previous years, TOTAL of all years $11,301,000. The Microwave Test Stands diagnose and troubleshoot Shop Replacement Units (SRUs), Avionic Intermediate Shop (AIS), and Tray Replacement Units (TRUs). In past years we have not received total funding required to adequately complete this project. For example in FY99, we were to receive $3M, we only received $1,683M. To date we have been able to complete 8 test stands with the accompanying 8 TPSs and documentation. In FY04 we hope to finish the remaining TPSs and documentation left due to funding shortfalls from previous years. The project was planned over a three-year implementation period. Over the life of this project the funding shortfalls occurred every year, in some instances significantly more than what was remaining portion of funding to complete TPS rehost and documentation efforts from that of the original project estimate of $11,301M and that of funding to date $10,991M. An economic analysis (EA) was prepared and certified by OO-ALC /FMC to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA has been electronically sent to HQ-AFMC/FMP/FMC through the Knowledge Now Web Site and is on file in HQ AFMC/LGPE. EA savings to investment ratio is 1.48 and the payback is 6.82 years. This project is projected to operational Jul 2004

Impact if not provided:
The F-16, and B-1B Aircraft will become unsupportable. This will affect all customers of the F-16 and B-1B, Airborne Electronics at OO-ALC.

02 1000

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	Line Number: E99H01 VXI Rehost			Replacement			Activity Identification OC-ALC					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
B1B Support - VXI Rehost	1	3990	3990							1	4500	4500

Narrative Justification

This project, when complete, will provide for the replacement of all obsolete Depot Automatic Test Station for Avionics (DATSA) in support of the B-1B to include the re-host of software programs to the more state-of -the-art equipment. The purpose of this project is to re-host digital shop replaceable unit (SRU) test programs sets (TPS) onto previously purchased VXI testers, thereby replacing the obsolete test station used to repair cards from the DATSA. This is a phased project that began in FY1999 ($4,383). The project will continue until complete. The completion date has been adjusted several times due to funding constraints. The FY2001 ($4,196) effort re-hosted digital circuit cards. The final phase will be completion of digital circuit card re-host and re-host of analog/hybrid circuit cards. The software (TPS) development and re-hosting of the TPS is identified as one system. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file and reflects a projected savings to investment ratio of 1.0 for FY 1999, 0.9 for FY 2001, 1.49 for FY 2004 with a payback period of 5.97 years, and 1.54 for FY06 with a payback period of 5.8 years. The FY99 phase 1 was completed in September 2001, phase 2 will be complete in early Feb 2005, phase 3 is slated for completion in December 04, and the final phase will be complete in December 2006. Savings will begin at the completion of each phase in accordance with the original plan.

Impact if not provided:

DATSA obsolescence will continue to worsen each year leading to increased breakdown rates, reduction in the availability of spare parts, increase in repair costs and DATSA downtime per breakdown. If the obsolete DATSA is not replaced, the eventual result will be the loss of B-1B SRU repair capability. Additionally, OC-ALC would experience degradation of shop efficiency, increasing resource control center (RCC) costs, decreasing repair volume and quality. The timely and accurate repair of these parts is vital to the mission readiness of the B-1B weapon system. **CSN: H9P3U3**

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E05H05 5-Axis CNC Universal Machining Center** Replacement						Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
5-Axis CNC Machining Center	1	1900	1900									

Narrative Justification

This project will replace one milling machine and two horizontal machining centers for a total of three machines. This machining center will be used to manufacture or repair parts for the F-15, F16, B-52, KC-135, E-3 and B-1B aircraft. The machining center will be used to manufacture or repair replacement weapon system component parts having complex geometries. The 5-axis contouring spindle, tool/part probing, and automatic tool changing capabilities of the proposed equipment will reduce manufacturing costs as compared to the present machines that lack these capabilities. The current machines are all over 25 years old and are obsolete or worn out. The current machines are difficult to maintain in full operational status. The new machining center will be used to manufacture or repair the F100 1st stage stator/fan case, the spare assemblies and fittings on the B-52, the rib fittings on the E-3, the supports, spars, doors, hinges, and actuators on the B-1B and supports for the KC-135. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of 33.75 and payback period of 0.27 years. This project is expected to be installed and savings to begin in December 2007.

Impact if not provided:

There will be a continued decline in supportability and production effectiveness, and also an increase in recycle cost and production cost due to the current machines' lack of functionality and features. Due to the age of these machines, parts and serviceability are becoming hard to achieve. This will result in a line stoppage issue. Failure to fund new machine in a timely manner will result in the inability to perform these repairs and jeopardize the readiness of the Air Force. **CSN: H03ZW2**

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E04G50 Mark V Radar System** Replacement						Activity Identification **OO-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Mark V Radar System	1	1500	1500									

Narrative Justification:

Replace the existing obsolete and non-part supportable Mk IV radar system in the Radar Cross Section test chamber with the latest Mark V radar system. The radar shall be used to test the low observable capabilities of the B-2 flight component and the advanced cruise missile. This is crucial for maintainability of the radar cross section of aircraft and missile systems. An economic analysis for this effort reflects a projected savings to investment ratio of 1.81 for the overall project. This equipment should be installed and production ready in FY2006.

Impact if not funded:

The Mk IV radar technology is nearly 15 years old. Many of the digital components are already non-replaceable while others must be manufactured on a costly one-time basis. The computer system is MS-DOS, which limits data collection, data processing and networking capabilities. It also limits ease of use. Spare digital boards and compatible computer boards are in very limited supply. Included in the proposal are much needed automated controls that now are operated manually. The Mark V radar gives increased diagnostic potential and is more user friendly to the operator. The Mark V will provide a state-of-the-art system for future workloads. OO-ALC has been selected as the composite repair source for the B-2 and is currently the repair source for the advanced cruise missile. Without the new Mark V radar system we cannot ensure that measurements on the ACM and B-2 parts are not severely disrupted by aging Mk IV component failures and cannot be replaced. Without this new system, we will not be able to keep up with the advanced composite manufacturing techniques and will not be able to fully test the components against detection by the newer radar systems coming on line.

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force **Depot Maintenance** **Feb 2005**	**Line Number: E04H50** Productivity **T220/229 Test Stands**						Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
220/229 Test Stand Upgrade	1	2600	2600									

Narrative Justification:
The existing 220-229 test stands are obsolete and becoming unsupportable. This project will upgrade the obsolete MicroVax computer system and replace other obsolete electronic equipment with commercial off the shelf (COTS) hardware. In addition, COTS software will be installed on the test stands to replace the antiquated ADA software. Using current state of the art COTS, hardware and software will reduce maintenance and calibration time while providing a larger repair database and more supply vendors. The software will allow faster programming times while also allowing for a larger vendor base for increased programming capability. These benefits are expected to improve test stand availability by 27% over the existing system. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI65-501 and AFMAN 65-506. The EA is on file and reflects a projected saving to investment ratio of 4.93 with a payback period of 3.74 years. The equipment will be production ready in April 2006.

Impact if not provided:
The weapon systems supported is the F-15 and F-16. The ability to test and repair the main fuel control components will be impacted with the age and old technology of the present equipment. Failure to fund this project runs the risk of grounding the F220 and F229 engines. Funding this project will have a positive impact on the mission readiness of the Air Force. **CSN: H324U1**

000124

Activity Group Capital Investment Justification ($ in Thousands)														
Department of the Air Force Depot Maintenance **May 2004**	**Line Number: New Total Component Management Software Modification**													
Element of Cost	FY2003			FY2004			FY2005			FY2006				
	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost		
TCM Software Modification							1	1	500					

This project is currently unfunded however is included for Congressional notification if funding becomes available.

Narrative Justification: The purpose of this project is to modify existing Scheduling Kitting Inventory Listing (SKIL) software to implement Total Component Management (TCM) in the commodities areas. SKIL has visibility into retail supply accounts to allow for point of sale transfer of assets and provides complete visibility of components, including the ones that are routed to different parts of the ALC. This software package will increase workload support and draw down material on the maintenance shop floor and anticipate a reduction in aircraft PDM flow and hold time as seen in private industry. This software will give the capability of having just in time material supplied to the production line, right parts at the right time! The SKIL software was specifically designed for use in propulsion arena and a modification is required to operate in the commodities arena. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI65-501 and AFMAN 65-506. The Return on Investment (ROI) will be realized in terms of a reduction in monthly MICAP hours and flow days for the Side Cowls, Constant Speed Drive (CSD) and Turbines only. The average monthly reduction in MICAP hours is 13,522 and the average flow day reduction is 25% as follows: Side Cowls (23), CSD (10), and Turbines (15).

Impact if not provided:
If this effort is not fully funded, it will not be possible to implement TCM package throughout the Commodities arena. This will severely hamper our efforts to provide improved materiel support to the production line and ultimately to the war fighter. We will not be able to achieve the above reductions as projected and draw down material on the maintenance shop floor nor reduce aircraft PDM flow and hold time as foreseen.

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E07H01 5 Axis CNC Horizontal Machining Center** Replacement						Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			2006			FY2007		
	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
5 Axis CNC Horizontal Machining Center										1	1850	1850

Narrative Justification

This project will purchase a programmable five-axis computer numerically controlled (CNC) horizontal machining center. This equipment will be used to manufacture or repair weapon system component parts having complex geometries, including B-52 spar assemblies and inboard nacelles, TF33 and F100 cases, and KC-135 circuit panels. This horizontal machining center will provide multi-axis contouring capability and will replace an obsolete 5-axis, CNC horizontal milling machine originally purchased in 1980. The existing equipment original manufacturer is no longer in business and parts availability and machine supportability is becoming very difficult to maintain. This machine will reduce current recycle cost and increase production by the reduction in machining time. It is capable of achieving the tighter tolerances and finishes that the part specifications require. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file and reflects a projected savings to investment ratio of 29.71 with a payback period of 0.29 years. The short payback of less than one year demonstrates the extreme benefit to be derived by purchase of this equipment. The equipment will be fully operational by December 2007.

Impact if not provided:

Inability to manufacture and repair replacement component parts in a timely and cost effective manner. The obsolete and worn-out condition of the existing machine will result in excessive contract maintenance repairs, increased downtime, and lost production. The weapon systems supported are the F-15, F-16, B1-B, KC-135, and B-52. **CSN: H15KW1**

921000

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E06H01 Oxygen Regulator Stands** Replacement						Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Oxygen Regulator Stands Phase I, II							1	1000	1000			

Narrative Justification

The purpose of this project is to provide four of the eight new test stands required to test the latest oxygen regulator designs currently being procured. These test stands will be used to test primarily the F-15 and F-16 regulators with the ability to also test the older design, regulators such as the MD1 and A21. In order to provide the best possible protection to our customers, the aircrews, there have been improvements made to Oxygen Regulators used on many high performance aircraft. These improvements have resulted in test requirements not fully supported by the existing test stands in the US Air Force's only Aircraft Oxygen Equipment Repair Facility that is located at Tinker Air Force Base. Purchasing new test stands is comparable to the cost of completely upgrading the existing F-15/16 test stands to these requirements and has the added benefit of allowing the existing F-15/16 test stands to be used on equipment such as the MD1 Narrow Panel and A21 Portable Emergence regulators. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI65-501 and AFMAN 65-506. The EA is on file and reflects a total discounted cost for this alternative is $1,727,071. There is a vital mission letter on file.

Impact if not provided:

The combination of loss of revenue and contract costs to the industrial base will exceed the cost of this planned corrective action. This shop is a one of the kind for the Air Force and must be operational at all times. The test being performed by equipment that is 43 years old that have micrometers filled with hydraulic fluid, which poses a safety hazard to the employees, as oxygen and oil do not mix. Frequent calibration is required due to age of equipment. Purchasing these new test stands is by far the most economical approach to providing the required test capabilities for high performance aircraft regulators and resolves the approaching requirement to replace the obsolete test stands for other regulators. Not funding generates a negative impact on the readiness of the Air Force. Weapon systems and subsystems supported are: F-15, F-16, C-9, C-5, KC-135, B-52, E-3, E-4, T-38, T-37, A-10, C-141 and C-130. **CSN: H4M2GC**

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E06H02 ACE Air Conditioners** Replacement						Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
ACE AIR CONDITIONERS							12	228	2736			

Narrative Justification
This will allow replacement of ACE Air Conditioners. Due to the use from two weapon systems (E-3 and B-1), all 12 air conditioners will be reaching the end of their serviceability. The air conditioners are used to support ground operational checks on flight and mission avionics and electrical systems. E-3 Production Unit now has an aircraft speedline requirement as well as installing RSIP modifications on several E-3's. In the future, the need for all air conditioners to be available for use on aircraft will be very important in order to stay on schedule during these new requirements. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of 1.51 and payback period of 12.88 years. This project is expected to be installed and savings begin in June 2007.

Impact if not provided:
E-3 production schedules will not be met if air conditioners stay down for maintenance. Additional requirements for weapons systems or co-utilization cannot be met. This project support E-3 and B-1 avionics and electrical systems at OC-ALC. Extremely high heat conditions pose dangerous working conditions for the employees, therefore, it reduces the working duty ratio and increases the potential for the aircraft to be grounded. The amount of time the employee is allowed to work inside the aircraft decreases when the temperature exceeds those stated by regulation. **CSN: H114G1**

000128

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E06H03 Scanning Microscope Systems** Replacement						Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Ultra Large Scanning Electron Microscope							1	1954	1954			

Narrative Justification

The new ultra large Scanning Electron Microscope (SEM) will be installed in the existing OC-ALC Materials Laboratory. The size of the current SEM permits only a small sample (up to two inches square) of the part to be examined, destroying a majority of parts during sample preparation. The ultra large chamber of the new microscope will allow parts to receive adequate assessment in their whole condition (up to 125 cubic feet) to make informed critical engineering decisions for their future life. The Ultra Large Electron Microscope will also promote further research on aging metals. The new SEM will permit actual monitoring of part health through micro structural and surface evaluation. This non-destructive method of high magnification analysis will impact the scrap rate of analyzed parts for the current laboratory workload. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The projected savings to investment ratio for this project is 4.28 with a payback period of 2 years. The estimated implementation is May 2006.

Impact if not provided: The current scrap rate will continue to increase from the current $1,248,652 annual rate. The new SEM will also supply the potential to document the accurate service life of each part/part family creating the possibility for savings of new part purchases while reducing depot flow time and repair cost. If the SEM is not provided, current part life projection will continue as is with decisions based on contractor projected lifetimes from small sample coupons. This project supports all airframe, propulsion, and accessories not limited to the A-6, A-10, B-1, B-52, C-21A, E-3, F-14, F-16, F-18, F-17, J-Star, HH-60, AGM-86, and AGM-129. **CSN: H42BG1**

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E06H04 7600 Ton Elastomer For Sheet Metal** Replacement						Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
7600 Ton Elastomer							1	3300	3300			

Narrative Justification

The purpose of this project is to replace the 1000 ton rubber pad press used to form sheet metal structural components and small surface skins for the B-52H, KC-135, E-3, and B-1B aircraft. The existing rubber pad press was designed to operate up to 3000 pounds per square inch (psi) pressure to form sheet metal structural aircraft components, but with the age of the machine and condition of the irreplaceable seals, it can only reach 1550 psi forming pressures. The new Elastomer Press will have controlled forming pressures between 300 psi and 11,000 psi, will feature CNC programmed forming cycles, and will incorporate quick-change inexpensive multi-layer polyurethane pads. Forming process steps will be minimized and virtually all existing hammering by the operator will be eliminated. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file and reflects a projected savings to investment ratio of 1.23 with a payback period of 7.7 years. The equipment will be fully operational by December 2004.

Impact if not provided:

The current backlog associated with this machine is approximately 14,000 hours. Failure to procure this press will result in continued backlog of required parts, slowing the war fighter support, and possibly jeopardizing strategic missions due to parts supportability problems during times of crises. The inability to perform the needed sheetmetal pressing would have a direct impact on the readiness of the Air Force. The weapon systems supported are the B-52H, KC-135, E-3, and B-1B. **CSN: H94JG3**

000130

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E06H05 4-Axis Machining Center** Replacement						Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
4-Axis Machining Center							1	1600	1600			

Narrative Justification

This project is for one computer numerically controlled (CNC) 4-axis Machining Center, which will replace one Sundstrand Model 60 CNS 4-axis horizontal machining center (OC#4065) in the Numerical Control Machine Shop. The existing 4-axis CNC Horizontal Machining Center was purchased in 1982 and has exceeded its economic life. The equipment manufacturer, Sundstrand, is no longer in business, which is causing supportability problems including excessive downtime awaiting repairs and/or replacement parts. To maintain the existing equipment, a one-time refurbishment cost of $319,489 is required. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of 1.73 with a payback period of 5.9 years. The equipment is estimated to be implemented and operational by December 2007.

Impact if not provided:

Inability to manufacture and or repair replacement engine and commodity component parts in a timely and cost effective manner. Contracting out is not feasible due to small lot size, part complexity and short lead-time requirements. The obsolete worn-out condition of the existing machine results in excessive contract maintenance, increased downtime and lost production. The original equipment manufacturer is no longer in business, spare parts availability and supportability problems arise. Weapon systems supported: B-52 Links/supports, DC135 Port Doublers, TF33 Oil Coolers, F100 Cases and E-3 Doors. **CSN: H41FWF**

000131

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E07H02 Large EB Welder** Replacement						Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Large Electronic Beam (EB) Welder										1	1400	1400

Narrative Justification
The purpose of this project is to procure and install an all new large EB welder to primarily support welding of F100 jet engine parts. System will also be able to weld large parts on a variety of jet engines including the new F-229 engine. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI65-501 and AFMAN 65-506. The EA is on file and reflects a projected saving to investment ratio of 0.8 with a payback period of 10.8 years.

Impact if not provided:
Continued risk associated with errors and process variations that affect the quality of the parts produced. These errors, if undetected, could result in another Class A mishap. This equipment is used on jet engine parts for the F-15, F-16, B-1B, KC-135R, E-6A, C-135, B-52, C-141 and E-3--all of which are essential to the mission readiness of the Air Force. **CSN: H415G7**

000132

Activity Group Capital Investment Justification ($ in Thousands)												FY2006/2007 Budget Estimates
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: E06L01** Productivity **FY06 Aircraft Equipment Modernization Program**											**Activity Identification** WR-ALC
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	
FY05 Aircraft Equipment Modernization Program						1	7052	7052	1	5924	5924	

Narrative Justification:
The records show that after about ten years of use the cost to maintain aircraft support equipment begins to exceed the cost of replacing it. In addition, as the equipment spends more and more time in the repair shop the effective number of units available to meet our requirements decreases. The goals of this project are to replace the existing aircraft support equipment as it becomes unreliable due to age and use. The benefits are reduced overall costs and better support to our maintenance mission. By prioritizing our requirements based on a combination of age, critical need, difficulty to get spare parts, and time to repair we can maximize the benefits from the dollars spent on this program. An economic analysis (EA) was certified that this EA meets the criteria outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of 2.58 with a payback period of 5.0 years. This project is expected to be complete and operational by March 2007.

Impact if not provided:
The dollars saved by not replacing equipment (when it needs to be replaced) are lost in higher maintenance costs and aircraft maintenance delays. The diversion of funds from this program over the last few years has left us with a significant amount of support equipment that is past its useful life and some that is no longer even reparable. If the current situation is not addressed, significant adverse impacts to our productivity and flow days will occur. **CSN: L45PG2**

Activity Group Capital Investment Justification ($ in Thousands)												FY2006/2007 Budget Estimates
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: E06L02** Productivity **IOE for Paint/De-Paint Hangar MILCONs**											Activity Identification **WR-ALC**
Element of Cost	FY2004			FY2005			FY2006			FY2007		
		Total			Total			Total			Total	
	Unit Cost	Cost	Qty	Unit Cost	Cost	Qty	Unit Cost	Cost	Qty	Unit Cost	Cost	
FY06 Paint/De-Paint IOE						1	4300	4300				

Narrative Justification:
The objective of this project is to provide the means of safely, efficiently, reliably performing all requirements for paint and de-paint of C-5, C-130, anticipated C-17 and other medium to large aircraft for depot maintenance at Robins AFB. The three buildings currently used for the Corrosion Control Function have insufficient capacity to accommodate the current and future corrosion control paint and de-paint workload. They are undersized for painting and de-painting the C-5 aircraft. To enable WR-ALC to accommodate these requirements, there is an approved FY03 De-paint MILCON and an approved FY04 Paint MILCON, which are being designed and constructed jointly. Groundbreaking of the facilities is scheduled for Aug 04 and completion in Jul 06. In order to award the contract within the available funding, some of the equipment had to be deferred as options. However, all of the equipment is still needed to perform the mission.

Impact if not provided:
If the Telescoping Platform is not provided the mechanic's must continue to use the Articulated Arm Lifts (Cherry Pickers). These lifts can be expensive to maintain and are very inefficient because of slow response time and maneuverability. If the centralized HEPA sanding system is not provided, individual HEPA sanding systems will have to be bought, at a greater total cost. If the wash rack and truck-mounted man lift are not provided, the paint and de-paint operations will be severely schedule constrained. The paint hangar will have to serve double duty, both as a wash rack for the de-paint hangar, and as a paint hangar. **CSN: L45PI3**

SIR: N/A (Waiver)
Payback: N/A (Waiver)

Activity Group Capital Investment Justification ($ In Thousands)												FY2006/2007 Budget Estimates
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: E06L03** Productivity **Component Repair Support Equipment FY 06**											Activity Identification **WR-ALC**
Element of Cost	FY2004			FY2005			FY2006			FY2007		
		Total			Total			Total			Total	
	Unit Cost	Cost	Qty	Unit Cost	Cost	Qty	Unit Cost	Cost	Qty	Unit Cost	Cost	
Component Repair Support Equipment FY 06						1	6800	6800				

Narrative Justification:

The objective of this analysis is to determine the economically feasible solutions to the following problems: the limited capacity of Metal Bond (MANRC) autoclaves, grit blast booth, and laser paint removal system used to manufacture and repair structural aircraft components, the deplorable condition of the two Water Jet Cutting machines and the existing NC Turret Punch that supports the Sheet Metal Shop (MANMSA), providing the Heat Treat Shop (MANMSC) adequate heat treating capability required for the manufacturing of steel and titanium aircraft parts, and the capability to support and sustain the machining workload required for the C-130 Propeller Machine Shop (MANMRE). An economic analysis (EA) was certified that this EA meets the criteria outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of 4.70 and a discounted payback in 3.0 years.

Impact if not provided:

Mission readiness of the C-5, C-17, C-130 and F-15 weapons systems will deteriorate. The repair cost for the existing equipment will continue to increase. The flow days for the weapon systems will increase reducing aircraft availability. The addition of the requested equipment will improve the flow in a cell layout allowing the PDM support of the weapon systems utilizing the LDR concepts. The requested equipment insures that continued world-class support can be provided by the WR-ALC. **CSN: L45PGW**

000135

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance May 2004	**Line Number: E07L01** Replacement **AN/ALM-205(A/B) Analog Module**						Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
AN/ALM-205(A/B) Analog Module										6	958	5752

Narrative Justification:
This project is to purchase six new AN/ALM-205C Analog Module Test Sets, replacing six of the 13 existing AN/ALM-205(A/B) Analog Module Test Sets. Seven of the existing AN/ALM-205(A/B) Analog Module Test Sets will continue to be utilized in conjunction with the AN/ALM205Cs to repair and test Shop Replacement Units (SRUs) within the Radar and Countermeasures Sets. These are used to support the F-15 Aircraft, and rehosting approximately 30 of the 151 Test Program Sets (TPSs) to the AN/ALM-205C Analog Module Test Sets. The selected TPSs will support SRUs having the heaviest workload or TPSs that have technical problems associated with production which can be resolved by placing them on the AN/ALM-205C Analog Module Test Sets. The electronic subassemblies within the six AN/ALM-205(A/B) removed from the inventory will be used to maintain, repair, and extend the life of the seven AN/ALM-205(A/B) Analog Module Test Sets remaining in the inventory. This project supports F-15 radar warning and countermeasures sets core workload. An economic analysis (EA) was certified that this EA meets the criteria outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of 1.26 and adiscounted payback in 8.0 years.

Impact If Not Funded:
The existing 13 AN/ALM-205(A/B) Analog Module Test Sets are not meeting demands for SRUs from the customers to support the F-15 Radar Warning and Countermeasures Sets. The test sets are 15 to 20 years old and employ 1970's technology. The manufacturer discontinued production and replacement parts for the test sets are virtually impossible to obtain or fabricate from any source of supply. As the test sets continue to age, the demand for replacement parts will become greater and it will become impossible to obtain the required parts. The non-availability of the replacement parts to maintain the test sets will continue to cause increasing production downtime. The production shop is already working overtime attempting to meet the demands for SRUs. It is time to replace at least six of the test sets with the latest state-of-the-art technology. The lack of funding will negatively impact the F-15 aircraft platforms and overall war readiness for the USAF aircraft. It will also negatively impact F-15 mission capability rates. Equipment downtime can be extensive as OEM has discontinued replacement parts for repairs. Production downtimes will continue to increase until test sets are replaced. **CSN: L1M1U1**

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: E07L02 TEWS Intermediate Support System** Replacement						Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
TEWS Intermediate Support System										2	4500	9000

Narrative Justification:

The F-15 aircraft and its accompanying Electronic Warfare Avionics Systems were extensively upgraded, but the TITE was not upgraded to support the complex weapon system. Replacement parts for the TITE stations are no longer procurable; therefore, there is no support for these aged testers. All spares were used to keep the current TITEs in service. Without supportable test equipment, Robins AFB cannot accomplish this core workload during the extended life of the F-15 aircraft (until 2040). This project is to replace two obsolete, non-supported TEWS (Tactical Electronic Warfare System) Intermediate Test Stations (TITEs) with two each TEWS Intermediate Support System (TISS). One TISS will be purchased in FY07 and the other one will be purchased in FY08.This automatic test equipment is required for final testing of the Radar Warning Sets and the Countermeasures Sets on the F-15 aircraft in accordance with Air Force technical order specifications. If the TISSs are funded earlier, additional savings can be accomplished in procurement due to the vendor being able to purchase equipment concurrently with the TISS Technology Insertion Program (TTIP) on contract since early CY04 with projected delivery in FY07. An economic analysis (EA) was certified that this EA meets the criteria outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of 6.40 and a discounted payback in 2 years. This project is expected to be completed and operational by March 2009.

Impact if not provided:

Without funding to replace the stations, the repair and test capability of the F-15, Electronic Warfare Avionics line-replaceable units (LRUs) will continue to be hampered. The LRU repair shop will continue to work overtime while the backlog of in-shop LRUs, requiring repair, will continue to increase. Because the demand rate of Line Replaceable Units produced (repaired) on the TITE and TISS cannot be met with the current tester capacity, contracts have been issued to Northrop Grumman, Raytheon and BAE in order to meet the demand. However, with additional TISSs the backorders can be reduced to manageable levels and over $8,000,000 in annual contract costs can be avoided. The lead-time required to obtain the TISS is approximately 30 months. The current situation is that 98% of the instrumentation for the TITE stations (Shop Aids) is no longer available or produced commercially. The TITEs are lauded by the F-15 SPO as "has-beens" that should have been in DRMO years go. The lack of funding will adversely impact the USAF aircraft war readiness ability and impact mission capability rates. **CSN: L05HU1**

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: E07L03 IDS Tester Rehost (Multiyear)** Productivity						Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
IDS Tester Rehost (Multiyear)										1	3124	3124

Narrative Justification:

The object of this project is to rehost the IDS (Infrared Detection Systems) SRU (Shop Repairable Unit) workload to a supportable platform that will be maintainable for the life of the SOF (Special Operations Forces) AAQ15/17/18. The existing tester is obsolete 1970s technology and has frequent failures. The computer that operates the IDS Tester has been identified as the life-ending item for this tester. The computer executes proprietary control software and there is not a computer available to rehost to without a rewrite of the entire software system. Numerous other TRUs are obsolete without replacement unless a software rewrite is undertaken for that particular instrument. A piece meal approach to extending the life of the tester would soon become an expensive and futile attempt. The Teradyne tester has the capability and the capacity to host the IDS SRU tester workload and is presently supporting some SOF SRUs. The Teradyne Spectrum is 2 years old and operates from a Lab View for Windows operating system. The investment of $6,128,532 is predicted to be funded over 2 years (FY07 & FY08). An economic analysis (EA) was certified that this EA meets the criteria outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of 2.52 and discounted payback in 3 years. This project is expected to be completed and operational by March 2008.

Impact if not provided:

Loss of the IDS SRU test set at the depot would result in a decreased Mission Capable rate for the using wings. The IDT SRU tester supports both SRUs delivered to the field for field level repair of LRUs and depot level repair of the LRUs. The SOF requirements are low-quantity but high-priority requirements due to a low quantity of spares. Based on the current level of support for the TRUs contained in the IDS SRU tester, the life expectancy of this tester is not predicted past 2008. **CSN: L3M2U1**

000138

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: E07G01 Aircraft Component Repair Support** Replacement						Activity Identification **OO-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Aircraft Component Repair Support										3	2053	6160

Narrative Justification

In support of Aircraft Component Repair capability to expand the Fuel/Defuel Nitrogen/Hydraulic/Purge bays in buildings 236, 227, 228, and the outside dock, to have full process capabilities to support the F-16, C-130, and A-10 aircraft. This will increase the number of aircraft operational checks that can be supported at a given time; and provide full capabilities to do the fuel processes. This proposed project will reduce the number of times an aircraft has to be moved to accomplish a single fuel process, and the downtime waiting for equipment. The capability to perform the entire process will be enclosed in each bay. This upgrade will minimize delays, and reduce the risk of system contamination. Other equipment to purchase is a Volatile Organic Compound Analysis System (VOCAS) with purge/trap sample introduction suitable to perform EPA promulgated methods set forth in the Solid Waste guidelines of SW-846. This analytical system will include computer acquisition workstation and data processing software suitable for EPA quality control protocols, setup and onsite training. This includes processes such as painting, degreasing, oil/fuel/hydraulic services, HVAC services, composite repair, industrial water treatment, electronics repair, and missile depot functions. In addition, to support Hill AFB Chemical Lab a bench mounted simultaneous Trace Metals Analysis System (TMAS) incorporating inductively coupled plasma with axial and radial view for enhanced sensitivity and optical spectrometer for wavelength separation will be purchased. Other equipment to support Aircraft Component Repair is the replacement of the existing Crane. This equipment has reached its life expectancy and requires replacement due to excessive maintenance. The Crane is used during removal and installation of flight control surfaces when needed and downtime must be minimal. Other equipment to support Aircraft Component Repair capability is to upgrade flow grinding equipment for aircraft spool and sleeve servo-actuator assemblies. Vital mission letter is attached. **SIR: .73 Payback: 17 years**

Impact if not provided:

Failure to fund the fuel/defuel project will encumber this depot's ability to improve and meet customer expectations for timely aircraft delivery, currently practiced on all weapon systems. With the VOCAS and TMAS systems, if they are not replaced before catastrophic failure, this will have an impact on the viability of keeping a local laboratory at Hill AFB and will affect not only the environmental workloads, but laboratory support of all shop processes. **CSN: G47RG1**

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E06G01 Avionics Support** Productivity						Activity Identification **OO-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Avionics Support							2	3246	6493	2	2122	7254

Narrative Justification:
In support of Avionics projects, replacement of the Digital Analog Test Station (DATS) is required to sustain test/repair capability. This will improve station reliability and provide additional platforms capabilities. Currently, the test stations supporting digital workload are designed with 1970's technology and are approaching serviceable life end because of obsolescence/parts non-availability. The DATS recapitalization effort is being done in multi phases which started in FY02 with rehosting of the highest volume and priority workload. The OO-ALC Avionics/Electronics Facility and Support Center Pacific (Kadena AB) utilize these test stations and associated test program sets (TPS's) to repair shop replacement unit (SRU) circuit cards, guidance control units (GCU), and components supporting the F-15, F-16, E3 and B-1 Weapons Systems. These workloads experience an average of 47 Mission Incapability, Awaiting Parts (MICAP) per day, in part because of reduced repair capability from the deteriorating stations. Transforming the process into a lean business-like posture will provide expanded state of the art digital testing capability necessary to the inherent technology improvements in instrumentation. On completion of this project we estimate the following annual savings: Shop direct labor cost of $1,028,950, Overtime labor cost of $169,904, Organic maintenance labor cost of $124,345, PMEL labor cost of $215,220, parts cost of $1,125,525 and contracted maintenance cost of $88,299. Total savings $2,752,243/year. Vital mission letter is attached. **SIR: Status Quo.**

Impact if not provided:
Without an immediate recapitalization effort, we jeopardize our ability to produce assets in support of the F-15, F-16, E-3 and B-1 weapon system workload requirements to the warfighter. This inability to support these systems will eventually result in the future grounding of aircraft, severely impacting mission requirements of the aircraft identified above. **CSN: GOP4H1**

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E07G02 Software Support** Replacement						Activity Identification **OO-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Software Support										1	1144	1144

Narrative Justification

Purchase Initial Outfitting Equipment (IOE) ($1144K) to support the Software Division in providing adequate space that will house classified software and consolidate high priority missions and respond to additional security requirements in one location. This will allow Ogden to perform work on the weapons systems; flight control programming and keep aircraft systems up graded and programmed to complement current mission requirements. The 72,500 square foot addition to Building 1515 will provide better through-put of workload, using less man-hours, and using equipment in a much more efficient manner. **SIR: 9 Payback: 3.4 years.**

Impact if not provided:
Without an immediate recapitalization effort, we jeopardize our ability to produce assets in support of the F-15, F-16, E3 and B-1 weapon system workload requirements to the warfighter. This inability to support these systems will eventually result in the future grounding of aircraft, severely impacting mission requirements of the aircraft identified below. **CSN: G432I1**

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E06G02 Missile Support** Replacement						Activity Identification **OO-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Missile Support							2	2700	5400	1	985	985

Narrative Justification

In support of Missile Program in FY06, replace the current Guided Missile Components Test Stands (GMCTS) with reliable, maintainable hardware. This Equipment is used to support Depot level acceptance and functional testing of the Flight Control Units (First, Second and Third stage) for the Minuteman II and III missile workloads. The current GMCTS were built in mid 1980, due to age, constant usage, and diminishing sources of repair parts, supportability is becoming questionable and reliability is degrading. This is resulting in considerable downtime and affects supportability of the ICBM weapon system. We are currently ramping up to support full rate production of the Propulsion Replacement Program (PRP) a major modification to extend the life of the Minuteman weapon system through 2020. Reliable and maintainable support equipment is required to ensure the Depot can support this program requirement. An economic analysis is currently in process. **SIR: 1.17 Payback: 12.3 years.**

Impact if not provided:

The PRP is on an aggressive schedule utilizing multiple Private Contractors, Depot personnel as well as active duty members. In order to meet schedules, prevent contract breaches, cost increases, and maximize use of Air Force assets, reliable and supportable equipment must be in place prior to full rate production of the PRP program. Failure to support this project will impact the Depot's ability to support full rate production of PRP and the subsequent sustainment of the Minuteman Weapon system through 2020. **CSN: G325G1**

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force **Depot Maintenance** **Feb 2005**	**Line Number: E02H58** Productivity **Advanced Fuel Accessory Test System (AFATS) Software/Hardware Upgrade**						Activity Identification **OC-ALC**					
	FY2004			FY2005			FY2006			FY2007		
Element of Cost H4MGB phase II H4M5GD phase III	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
AFATS Software/Hardware Upgrade				1	2800	2800	1	3000	3000	1	3000	3000

Narrative Justification

This project will employ Commercial Off The Shelf (COTS) components to upgrade obsolete software and hardware, specifically the Virtual Address eXtension (VAX) computer system, its associated modules and proprietary ADA/Bendix software. This equipment is used to test the fuel accessories that are components of the fuel regulation systems of airframe engines. This existing equipment experiences malfunctions and breakdowns and new replacement components are no longer available. These computers have reached the end of their useful life and can only be supported via purchase of used components. Installing and using COTS software and hardware will increase support with a much larger supply base for parts. The equipment is used to support the weapon system fuel regulation system components used on the F-14, F-15, F-16, B-1B, KC-135, and C-130 weapon systems. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of 2.33 with a payback period of 4.7 years. This is a phased project, phase I will be implemented by February 2007, phase II implemented February 2008, and phase III estimated implementation is February 2009.

Impact if not provided:

A high risk exists to the flying status of numerous weapons systems if the current testing system continues to break down. Since this equipment is no longer supplier supported, a non-repairable, catastrophic failure can occur at any time. The combination of loss of revenue and contract costs to the industrial base will exceed the cost of this planned corrective action. Weapon systems supported: B-1, B-51, C-130, C-135, C-141, E-3, F-4, F-14, F-15 and F-16. A catastrophic failure of the testing equipment could result in the grounding of the weapon systems tested having an adverse effect on the readiness of the Air Force. **CSN: H1PKU1**

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: E07H03 Replacement** **B-52 Silhouette Work Stand**						Activity Identification **OC-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
B-52 Silhouette Work Stand										4	1500	6000

Narrative Justification

Silhouette stands are work platforms used in maintenance docks to surround the aircraft for personnel access during Programmed Depot Maintenance (PDM) operations. Stand sets provide access to all areas, both over and under the aircraft. There are six B-52 aircraft docks with one work stand set per dock required. Existing stands are made of slotted metal and wood locally manufactured in the 1960's. This project proposes to replace the existing stand sets with new aluminum work stands. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is being worked at this time and will be updated upon completion. The equipment will be installed and production ready in March 2005.

Impact if not provided:

If unfunded, there will be continued use of existing work stand sets requiring numerous repairs and modifications to stay within workload and safety compliance. Repair of these stands will increase as they continue to age requiring an associated rate increase paid for repair of Air Force assets. These work stands support all subsystems of B-52 aircraft. **CSN: H2P9G2**

41000

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E04L03 Radar Module Test Station** Productivity						Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Radar Module Test Station	2	2202	4404									

Narrative Justification

This project is to purchase an additional Radar Module Test Station and the associated Test Program Sets to maintain and repair the seven Shop Replaceable Units having the heaviest workload within the APG-63 and APG-70 Radar Systems. These systems are used to support the F-15 Aircraft and APQ-180 Radar System used on the C-130 Gunship. Placing the seven Shop Replaceable Units (SRU) with the heaviest workload on the new Radar Module Test Station will relieve the current pressure on the existing two Radar Module Test Stations, extend their life, and improve production of Shop Repairable Units to support the customer. Additionally, this tester supports the core workload for F-15 APG-63 & APG-70 radar systems and the C-130 Gunship APQ-180 radar system. An economic analysis (EA) was certified that this EA meets the criteria outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The Economic Analysis is on file and projects a savings to investment ratio of 2.31 with a payback period of 4.0 years. This project is expected to be installed and savings to begin in October 2004.

Impact If Not Funded:

The two existing Radar Module Test Stations are not meeting customer demands for SRUs within the APG-63 and APG-70 Radar Systems. The LRU's directly support the F-15 Aircraft and the C-130 Gunship. The Radar Production Section is currently utilizing the two existing Radar Module Test Stations in conjunction with supplemental contracts obtained by the F-15 System Program Office to maintain and repair SRUs supporting the APG-63, APG-70, and APQ-180 Radar Systems. This is not a viable alternative due to the core workload designation for the electronic systems. This workload must be maintained and supported by in-house Air Force resources. The production shop is working overtime in an attempt to meet the demands for the SRUs. The original equipment manufacture discontinued production of the electronic subassemblies. Replacement parts required to maintain the test stations in a serviceable condition are becoming increasingly difficult, if not impossible, to obtain from any source of supply. Failure to fund the project will result in increased overtime to meet the customer's demands. Lack of funding will negatively impact the USAF aircraft war readiness ability and impact the mission capability rates.

CSN: L15EU0

E4L03

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E05L17 Productivity HP3075 Series III Digital Test Station**						Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
HP3075 Series III Digital Test Station				1	5464	5464						

Narrative Justification:
This project is to buy out the pay per-use agreement for the HP3075 Series III Digital Test Station from Agilent Technologies Inc. to supplement the three aging AN/ALM-206A/B Digital Module Test Stations and the one DTS-70 Digital Test Station in the repair of Shop Replaceable Units (SRUs) to support the Electronic Warfare Radar Warning Systems and Countermeasures Systems on the F-15 Aircraft. An economic analysis (EA) was certified that this EA meets the criteria outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of .54 with a payback period of 13.0 years. This project is expected to be completed and savings to begin in March 2007 .

Impact if not Provided: The existing three AN/ALM-206A/B Digital Module Test Stations and the one DTS-70 Digital Test Station are not meeting the field's needs for SRUs. The original equipment manufacturers (OEMs) have discontinued production of the test stations and electronic subassemblies. Replacement parts, in some cases, required to maintain the test stations in a serviceable condition are becoming more difficult to obtain from the Air Force inventory or the private sector. As the test stations continue to age, the demand for replacement parts will become even greater and it will become even more difficult to obtain the required parts to maintain the test stations. The non-availability of the replacement parts to maintain the test stations will result in increased production downtime. The purchase of the HP3075 Series III Digital Test Station will reduce the required workload capacity for the AN/ALM-206A/B and DTS-70 Test Stations. The HP3075 Series III will also reduce the daily stress and prolong the life of the existing test stations. Failure to fund the project will result in increased overtime to maintain the testers and meet production schedules. The lack of funding will negatively impact the USAF aircraft war readiness ability and impact the mission capability rates. Weapon System/Subsystems Supported and Technical Repair Center (TRC) are as follows: F-15A/B/C/D/E aircraft, AN/ALE-45, AN/ALE-47, AN/ALQ-128, AN/ALQ-135A, AN/ALQ-135C, AN/ALR-56A, and AN/ALR-56C Radar Warning and Countermeasure Systems. **CSN: L1CDU0**

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E06L04 TPS REHOST** Productivity						Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
TPS REHOST							1	1897	1897			

Narrative Justification:

The WR-ALC/MAI depot organic level repair begins with the circuit card level SRU (Shop Replaceable Units) test station. These SRU Automatic Test Equipment (ATE) stations are supported by software Test Program Sets (TPSs) developed for each SRU unit repaired. The SRU testers have hundreds of TPSs hosted on them to support the CCAs organic repair. Many of these SRU testers, because of their age, extensive use and unavailable replacement parts are becoming unsupportable. These obsolete testers drive up the repair cost of the depot by increasing station downtime, backlogs, Surge and MICAP requirements, and the need for over-time. To improve and increase the depots repair capacity, modernization of the SRU test station is imperative. To complete this modernization process the software TPS REHOST to the latest state-of-the-art ATE will be required. An economic analysis (EA) was certified that this EA meets the criteria outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of 1.07 and discounted payback in 9 years. This project is expected to be completed and fully operational in March 2007.

Impact if not provided:

If measures are not taken now to begin the transformation to more modern ATE equipment the WR-ALC/MAI depot could lose the current SRU repair capacity and the possibilities for future workloads. The TPS REHOST to a modern state-of-the-art test station will complete this process. **CSN: L45PUV**

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E06L05 APG-63 TPS Re-host** Productivity						Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
APG-63 TPS Re-host							1	3400	3400			

Narrative Justification:

The rehost of these TPSs to a new state-of-the-art test station will extend the longevity of our testing capabilities to support the SRUs within the F-15 Aircraft. The Digital Test Station DTS-70 is used for testing of the Shop Replaceable Units within the APG-63 Radar Systems to support the F-15 Aircraft. It is essential that the Air Force have test capability for these SRUs for the life of the aircraft. The rehost of these TPSs to a new state-of-the-art test station will insure that the Air Force has the required depot test capability for the SRUs within the APG-63 Radar Systems to support the mission for at least 10 more years. The two existing Digital Test Station DTS-70 testers experience considerable downtime due to unreliable and unsupportable equipment obsolescence issues. The Interface Test Adapters (ITAs) as part of the TPSs have also become unreliable over years of use. Replacement testers, such as the Spectrum 9000, to be bought under transformational projects, will provide a viable test bed for DTS-70 TPS rehost efforts. This project is to provide the rehost of the APG-63 TPSs to a new reliable and supportable tester. An economic analysis (EA) was certified that this EA meets the criteria outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected saving to investment ratio of 1.41 and discounted payback in 9 years. This project is expected to be completed and operational by March 2007.

Impact if not provided:

Without funding to rehost the TPSs, the testing of the SRUs within the APG-63 Radar System to support the F-15 Aircraft will continue to be hampered. The USAF will continue to witness increased MICAP backorders and experience rising Board of Advisors (BOA) priority requisitions against the F-15 Aircraft. It is projected that the backorders, without continuous use of overtime will climb considerably per month. The lack of funding will adversely impact the USAF aircraft war readiness ability and impact mission capability rates.

CSN: L34EU2

8 of 1000

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E07L04 ALR-56C Re-host** Productivity						Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
ALR-56C Re-host										1	3896	3896

Narrative Justification:

The purpose of the project is to rehost the associated ALR-56C Radar Warning Receiver System Shop Replaceable Unit (SRU) DTS-70 Test Program Sets (TPSs) to a new tester, Teradyne Spectrum 9000, being purchased with transformation funds. The rehost of these TPSs to a new state-of-the-art test station will extend the longevity of our testing capabilities to support the SRUs within the F-15 Aircraft. The DTS-70 Digital Test Station is used for repair and test of the Shop Replaceable Units for the ALR-56C Radar Warning Receiver System to support the F-15 Aircraft. The rehosting of the 46 Test Program Sets to the Teradyne Spectrum 9000 will alleviate the obsolescence and reliability issues currently experienced and will allow edge-connector functional testing to decrease process times and support LEAN initiatives. The subassemblies within the DTS-70 Test Stations are continuing to age, no longer in production, and in many cases, cannot be obtained from any source. Replacement parts, for some of the subassemblies, are not available in the Air Force inventory and are not readily procurable from sources within the private sector. The difficulty being experienced in locating subassemblies and replacement parts makes it difficult to maintain the DTS-70 Test Station in an operating condition. Its TPSs consume extra process time due to non-edge connector functional testing requiring conformal coating removal and application. This prevents implementation of some LEAN initiatives to improve efficiencies. An economic analysis (EA) was certified that this EA meets the criteria outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected saving to investment ratio of 1.15 and discounted payback in 9 years. This project is expected to be completed and operational by March 2008.

Impact if not provided:

Without funding to rehost the TPSs, the testing of the SRUs within the ALR-56C Radar Warning Receiver System to support the F-15 Aircraft will continue to be hampered. The need to replace the DTS-70 test system due to obsolescence and reliability issues, and the desire to implement edge connector functional testing on the SRUs to support LEAN initiatives, dictates the rehost of the associated TPSs supported on the test system. The weapons systems supported are F-15C/D/E aircraft, and ALR-56C Radar Warning Receiver System. **CSN: L45PU7**

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: E05L16** **Upgrade Avionics Lab to ADCP** New Mission						Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Upgrade Avionics Lab to ADCP				1	3045	3045						

Narrative Justification:
This project is needed because the F-15E fleet is being retrofitted with the Advanced Display Core Processor (ADCP). WR-ALC/MASF currently performs updates to the other avionics subsystems on the F-15E. By upgrading the existing avionics lab to match this retrofitted configuration, MASF will then be able to support this workload organically, as opposed to continuing contractor support. Economies of scale will be realized by having all F-15E OFP work performed at one site. Boeing, Inc. is currently developing the ADCP subsystem for a total cost of $81M. When the F-15E is retrofitted with ADCP, it is anticipated that the OFP will cost $3,000,000 annually, based on extrapolations from the current cost to perform the F-15E VHSIC Central Computer OFP. By sharing resources among three different OFP workloads, WR-ALC/LYSF can perform the same workload for approximately $1.5M/year. The proposed upgrade is for F-15 OFP. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of 4.34 with a payback period of 3.0 years. This project is expected to be installed and savings to begin in December 2005.

Impact if not provided:
The contractor will continue to perform the workload, resulting in the government overpaying for this product. **CSN: L15BG8**

050000

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006-2007 Budget and Estimate Review					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E05L19 Avionics Lab to PACS-45** New Mission						Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Avionics Lab to PACS-45				1	3045	3045						

Narrative Justification:

The F-15E fleet will be retrofitted with the PACS-45, which replaces the current PACS-30. WR-ALC/MASF currently performs updates to the Programmable Armament Control Set (PACS)-25 and -30, Multi-Purpose Display Processor (MPDP) and Avionics Interface Units (AIUs) Operational Flight Programs (OFP) for Air Combat Command. In addition, MASF will perform updates to the VHSIC Central Computer, PACS, MPDP and AIUs OFPs for the Israeli F-15I and RSAF F-15S. By upgrading the existing avionics lab to incorporate the ADCP, MASF can assume this workload from the contractor, Boeing, Inc. Economies of scale will be realized by having all F-15E OFP work performed at one site. This is realized by capitalizing on the shared knowledge of existing organic software engineers. The existing avionics test benches in Building 227 are not capable of supporting the PACS-45 configuration. Therefore, an investment in new software tools, as well as modifications to existing workstations is required to perform this work organically. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-605. The EA is on file and reflects a projected savings to investment ratio of 2.17 with a payback period of 7.0 years. This project is expected to be installed and savings to begin in October 2007.

Impact if not Provided:
This workload cannot be performed organically, thus diminishing the economies of scale. **CSN: L15BG9**

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: EF0000 Replacement Equipment $500K to 999K**						Activity Identification **AFMC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Various Equipment $500K to $999K	5	Various	3278	4	Various	2490	11	Various	3622	5	Various	2695

Narrative Justification:
This category includes an array of minor equipment purchases that allows flexibility in adapting to new and changing workloads. Projects are small scale (costing between $500,000 and $999,999) and are designed, scheduled, and installed in accordance with Air Logistic Centers' established priorities. These projects support the depot maintenance mission requirements.

Impact if not provided:
The flexibility to provide equipment purchases to meet mission objectives would be severely hampered.

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: E99999 Replacement Equipment $100K to 499K**						Activity Identification **AFMC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Various Equipment $100K to $499K	4	Various	967	11	Various	4290	0	Various	0	5	Various	1194

Narrative Justification:
This category includes an array of minor equipment purchases that allows flexibility in adapting to new and changing workloads. Projects are of smaller scale (costing between $100,000 and $499,999) and are designed, scheduled, and installed in accordance with Air Logistic Centers' established priorities. These projects support the depot maintenance mission requirements. Flexibility of this line is essential as equipment requirements may change as we go through the year because of unexpected equipment failures or price changes, and other problems may require a change to the earlier projected requirements. For example: in FY04 original requirements were for 8 items at approximately $2,800K was changed to 4 items at $967K as shown above. Price increases, equipment failures and priority realignments resulted in the FY04 change.

Impact if not provided:
The flexibility to provide minor equipment purchases to meet mission objectives would be severely hampered, reducing depot efficiency and effectiveness.

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: A96001 ADPE Hardware**						Activity Identification **AFMC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
DMAPS/Legacy Sys Modernization (ADPE Hardware)	1	8900	8900	1	7450	7450	1	6700	6700	1	7450	7450

Narrative Justification:
This project is to upgrade the infrastructure necessary to support the Depot Maintenance Accounting and Production System (DMAPS), and the modernized depot maintenance legacy systems. The funds are linked to two programs, as they can not be separately identified. All two efforts will share the same infrastructure. All the fiber optics, computers, and equipment will be jointly used, making it impossible to locate the cost separately to each project. This effort is to upgrade the fiber optics, routers, and infrastructure items running to buildings that will implement an XP (operating system) network. Additionally, these funds will be used for personal computer upgrades and operating software. The benefit of this project is that it meets the desired goals of the Department of Defense (DoD) driving specific modernization directed for DoD logistics information. This is according to the logistics strategic plan from the Deputy Under Secretary of Defense (Logistics). To accomplish these goals, further definition has been provided by the defense information infrastructure (DII) master plan, dated 23 April 1997, and the DII shared data environment (SHADE) capstone document. The current infrastructure at the air logistics centers will not support these applications. The infrastructure upgrades are a multi-year project being phased through FY2011. The system so far included, $16.386M in FY97, $3.775M in FY98, $12.479M in FY99. $19.80M in FY00, $9.49M in FY01, and $12M in FY02. The total amount spent to date on ADPE is $93.85M. Future funding plan includes $6.7M in FY08, $7.45M in FY09, $7.45M in FY10, and $7.45M in FY11. These funds are needed to ensure the projected infrastructure upgrades are accomplished to support DMAPS. They are coordinated with release of software for DMAPS and the legacy modernization efforts. An economic analysis is not available for this work. A waiver has been approved since this investment is necessary to support initiatives being directed by higher headquarters.

Impact if not provided:
The Air Force would be unsuccessful in the implementation of DMAPS and the modernization of legacy systems that would impact the ability to support DoD logistics strategic plans. Without this improvement, much needed infrastructure improvements will not be made. The modernized software must have the upgraded infrastructure in place to operate. This is a key investment to allow our depots to remain competitive.

A1000

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: S96001 ABACUS**						Activity Identification **AFMC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Automated Budget Analysis / Centralized User System (ABACUS)	1	1400	1400	1	400	400	1	211	211	1	173	173

Narrative Justification:
Depot Maintenance Activity Group (DMAG) budget and price development system supports the automated budget analysis/centralized user system (ABACUS) development effort. This capital purchase request reflects the costs estimated for a software contractor to develop an enhanced budget system. This enhanced system is intended to be more responsive to changing Air Force Working Capital Funds (AFWCF) business practices. The major enhancement that ABACUS will undergo at this time is to rebuild the enhanced ABACUS on Air Force and DoD compliant system architect. This new architect will serve as a solid foundation, flexible for future enhancements to meet changes in the AFWCF budget process. The development of the original ABACUS included, $1.614M in FY99, $0.800M in FY00, and $0.650M in FY01. The total amount spent to date on the original ABACUS was $3.1M. The enhancements will include CFO compliant, on-line help; centralized design, reporting capability for managers, integrated budget reporting (ABACUS & TRANSCOM), multiple budget versions during budget build process for "what-if" analysis, embedded narratives, data focused with archiving and export features, and enhanced security. The development of the enhanced ABACUS will occur over several years beginning in FY02 at $1.767M, FY03 at $2.0M, and continue as shown above until deployed in FY05. The current ABACUS is used to create and assemble budgets in a uniform manner for approximately six months out of the year. The remaining time ABACUS is not used. Changes that occur at higher levels cannot be distributed properly to lower levels. Changes to AFWCF procedures are not easily incorporated due to current system architecture and operating environment. Budget submissions are sent by File Transfer Protocol, which is a tedious process. The proposed changes and enhancements to ABACUS will fix these shortfalls. It will also have export capability directly into Excel. An economic analysis (EA) was prepared and certified by HQ AFMC/FMPC (DSN 787-5862) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051). The estimated completion date for Increment 1 is FY05.

Impact if not provided:
DMAG will be unable to provide timely and accurate processing data. For customers, this will lead to major funding shortfalls and excesses in execution and will undermine their ability to reliably project future requirements. In addition, DMAG's budget submissions will be ineffective in identifying resource requirements, providing the information and tools necessary for management decision making, and providing a valid basis for program execution. Ineffective pricing and budgeting using the current process will result in ineffective management within a $5.1 billion per year Air Force program.

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006 President's Budget					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: S97001 DM Legacy System Technical Refresh**						Activity Identification **AFMC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
DM Legacy System Technical Refresh	1	54600	54600	1	55800	55800	0	0	0	0	0	0

Narrative Justification:
The Air Force Materiel Command (AFMC) is in the process of modernizing/replacing their current depot maintenance legacy systems. The technical refresh efforts will separate data from the host application, standardize the data and place those data elements into a shared data environment (Data Depot/Warehouse) that is Defense Information Infrastructure Common Operating Environment (DII/COE) compliant. This migration will place the data into one logical database with unique applications designed to support the depot maintenance business processes accessing it. The system so far included, $0M in FY97, $18.174M in FY98, $13.050M in FY99, $18.50M in FY00, $10.450M in FY01, $24.20M in FY02, $18.66M in FY03, and $16.9M in FY04. The total amount spent to date on DM Legacy systems is to date is $119.93M. The deployments of the modernized systems began in FY2000 with the deployment of H117R and G004C. DMSI Phase 1 was deployed in FY2002. DMSI Phase 2 as well as the shared database was deployed in FY2003, subsuming E046A. Follow-on phases of DMSI are scheduled to completely deploy by the end of FY05. An economic analysis (EA) was prepared and certified by HQ AFMC/FMPC (DSN 787-4572) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051).

Total FY04 reprogramming anticipated is $37.6M and FY05 is $54.5M. These dollar amounts are awaiting Business Management Modernizaton Program (BMMP) approval to reprogram to ECSS.

Impact if not provided: If funds are not received, the implementation of the legacy systems technical refresh programs will not undergo further modernization. HQ AFMC systems will not achieve existing AF and DoD system architectural requirements, including but not limited to, DII/COE, and GCSS-AF. The DM Legacy systems will remain antiquated and unable to support the depot maintenance processes of the future.

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006 President's Budget					
Department of the Air Force Depot Maintenance Feb 2005	Line Number: S97003 ECSS						Activity Identification AFMC					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
ECSS							1	56000	56000	1	54250	54250

Narrative Justification: The ECSS program will entail acquiring and implementing a core Commercial Off-The-Shelf (COTS) Enterprise Resource Planning (ERP) package and where performance goals dictate selected COTS applications for specialized business value areas. ECSS will replace (500+) legacy logistics Information Technology (IT) systems and enable the Air Force to meet its Logistics mission while supporting LogEA transformation efforts. The ECSS ERP solution will integrate nearly all logistics chain business functions to provide a network-centric view of the logistics enterprise from Supplier to Customer. The ECSS will be fully compliant with architectural standards and guidelines at the Federal, Department of Defense (DoD), and AF levels. To take full advantage of the ERP's industry best logistics chain practices and processes, the ECSS will involve significant Business Process Reengineering (BPR), change management and training across the AF logistics domain.

The gradual deterioration in the AF warfighter's capability is the end result of numerous deficiencies, most of which relate to ineffective and inefficient business processes/practices, IT architectures, and integration plans/mechanisms. Additionally, the AF logistics environment had many disparate initiatives underway to address these concerns, but many of these initiatives did not share common goals or did not satisfy all of the bureau's and agency's strategic goals. Specifically, planning functions are currently decentralized, fragmented, inconsistent, reactive and are not coupled with execution activities; IT systems are fragmented and uncoordinated; business processes are executing without regard to functions or organizations; visibility of assets and maintenance capabilities are disjointed in varying degrees depending on the horizontal (commodities) or vertical (organizational echelons) tiers being considered; and supplier relationships and collaboration have been deficient and ineffective. These causal factors have rendered a logistics system that is not Customer focused.

FY04 total cost will be $7.1M and FY05 total cost will be $54.5M. These dollar amounts are awaiting Business Management Modernizaton Program (BMMP) approval to reprogram from DM Legacy System Technical Refresh.

Impact if not provided: Without funding, ECSS will not be able to support the LogEA CONOPS and the Expeditionary Logistics in the 21st Century ("Log21) vision.

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: S97002 DMAPS Development/Implementation**						Activity Identification **AFMC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Depot Maintenance Accounting and Production System (DMAPS) Development/Implementation	1	6800	6800	1	6800	6800	1	3400	3400	1	3400	3400

Narrative Justification:
The Depot Maintenance Accounting and Production System supports the multi-billion dollar organic depot maintenance functional area at the three Air Logistics Centers. Organic depot maintenance repairs systems and spare parts ensure readiness in peacetime and provide sustainment for combat forces in wartime. DMAPS provides better management information, and a standardized material and financial management system. The total amount spent to date on DMAPS is $179.9M. To provide efficient cost for common systems across the Department of Defense, the DMAPS Program uses a suite of existing Government-Off-The-Shelf data systems, (also used by the Navy and Marine Corps) Defense Industrial Financial Management System, Naval Air Systems Command Industrial Material Management System, Automated Bill of Material, and Time and Attendance. To integrate these systems with the Legacy environment and eliminate over 200 interfaces, DMAPS includes the Air Force Materiel Command Integration Engine. Production deployment was completed during FY03 at all Air Logistics Centers, where over 22,000 employees use DMAPS to transact daily business. Finance deployment was completed in Oct 2003, when nine Legacy DM systems were shut down. Material deployment is now complete (FY04) while Tech Refresh is under way and will be completed by the end of FY04. With implementation of DMAPS, the Air Force has an integrated suite of systems for functional support to depot maintenance. The continued capital investment program supporting this quantum leap in capability provides for:

- Move closer to full compliance with the emerging, mandated architectural enhancements, such as the Global Combat Support System - Air Force and the Logistics Enterprise Architecture. This includes moving towards the use of the Air Force Knowledge Services (AFKS).
- Continue program leadership for program and acquisition management, program control, functional expertise (material, financial, production), configuration management, technical/engineering support, business management, and compliance. The above program profile includes inflation growth for this support.
- Provide DMAPS support of the Business Management Modernization Program, architectural improvements, Expeditionary Combat Support System (ECSS), and additional compliance and streamlining initiatives.
- Pursue additional Legacy DM replacements, and reduced operating cost, by absorbing functionality within DMAPS.

Impact if not provided:
Without the funding, DMAPS would not be able to proceed with the mandated action to move toward GCSS-AF compliance nor would DMAPS be able to pursue Air Force Portal access for all the capabilities. Also, without this funding the AFKS activities to make the DMAPS data available through AFKS through the rest of the enterprise would be delayed if not prohibited due to lack of funding for this effort. Depot Maintenance management will be adversely affected (i.e., reduced ability to use actual labor hour accounting for product costing). The emerging ECSS could not be supported resulting in adverse impact on warfighter's support.

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006/2007 Budget Estimates					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: M00000 Minor Construction**						Activity Identification **AFMC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Minor Construction	4	Various	1968	7	Various	3403	7	Various	4983	5	Various	3035

Narrative Justification:
This category includes an array of minor construction projects that allows flexibility in adapting to new and changing workloads. Projects are small scale (costing between $100,000 and $750,000) and are designed, scheduled, and constructed in accordance with Air Logistic Centers' established priorities. These projects support the depot maintenance mission requirements, correct safety and health problems; improve productivity through quality of life improvement projects and support office and work space reorganizations. These projects also provide construction required to install needed mission essential equipment.

Impact if not provided:
The flexibility to provide minor construction to meet mission objectives would be severely hampered.

Activity Group Capital Investment Justification ($ In Thousands)		Fiscal Year (FY) 2005 Presidential Budget (First-Round Reprogramming)
Department of the Air Force **Depot Maintenance** **December 2004**	**Line Number: E05G61** Replacement **CSN: G3P2G1, G3P2G2** **SIR: .2** **Payback: 71**	Activity Identification **OO-ALC**

FY05 PRI Element of Cost	FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Explosive Set Circuitry Test Set Cables (ESCTS)	11	636	7,000						

Narrative Justification: This project is to replace 11 Cable Sets, on the Explosive Set Circuitry Test Set (ESCTS). The (ESCTS) performs acceptance and functional testing on the first, second and third stage motors for Minuteman II and III missiles. The ESCTS performs hazardous current testing of the forward and aft umbilical cables. We have taken the cables from all 11 ESCTS and have been able to make 5 usable sets of cables which limit us to use only 5 test sets. The other 6 cable sets are not repairable and have been condemned. The connectors have simply worn out and cannot be repaired. Currently **50%** of the Cable sets are down for worn out receptacles, leaving only **50%** of the cable sets capable of supporting Depot level production. This condition is due to aging, constant usage, and diminished sources for repair parts. To be fully functional, we need 7 sets for PRP production, 2 sets for field failures and 2 sets for RSLP. Currently we are running cables between facilities. This is the only workaround available. As these cables are extremely old, it is only a matter of time until they become unrepairable also. Increased down time is impacting supportability of the ICBM weapon system. The Propulsion Replacement Program (PRP) is a major modification to extend the life of the Minuteman Weapon System through 2020, which requires the depot to service 8 boosters/month more than the historic sustainment rate of 4/month (2 are RSLP customers). Reliable and maintainable support equipment is vital to ensure that Depot can support this program requirement as well as continue fleet sustainment activities.

Impact if not provided:

The ACAT-1 multi-billion dollar PRP program is on an aggressive schedule involving multiple contractors, depot personnel, and active duty wings. Failure to support this project will impact the Depot's ability to support full rate PRP production resulting in penalties of $180M in the execution year and $380M contract breach. Without the ability to sustain fielded MM IIIs, alert sorties will be reduced by (the historic failure rate) of 2/month. Additionally, without the ability to perform the PRP and other interlinked MM III refurbishment programs, the lost sortie rate will accelerate as MM III boosters begin to "age-out" in 2007. Once the equipment is installed, the PRP Program will be able to produce the correct number of boosters per month that will negate any chance of a contract breach while supporting the wings with full production.

Weapon System Support: Minuteman II and III missile **[539, 634]**

Activity Group Capital Investment Justification ($ In Thousands)			Fiscal Year (FY) 2005 Presidential Budget (First-Round Reprogramming)								
Department of the Air Force **Depot Maintenance** **December 2004**	**Line Number: E05G60** **CSN: G518G1** **SIR: 1.08**	Productivity **Payback: 12.5**	Activity Identification **OO-ALC**								
	FY2005			FY2006			FY2007				
Element of Cost Title:	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost		
Auxiliary Power Supply Test Suite (APSTS)	1	7,000	7,000								

Narrative Justification: This project upgrades the existing Auxiliary Power Supply Test Suite (APSTS) hardware and software to increase reliability, maintainability, and avert obsolescence issues. This is a highly sophisticated piece of electronic/hydraulic equipment that is computer monitored and it is critical to ICBM production. The APSTS consists of five Test Stands and performs Depot level acceptance/functionally testing of the Flight Control Auxiliary Power Supply Units (1st and 2nd stage) for Minuteman (MM) II and III missiles. The existing APSTS acquisition began in the mid 1990's. MM III supportability is increasingly difficult as APSTS down time for the last quarter has exceeded 50%. The Propulsion Replacement Program (PRP), a major refurbishment effort extending the life of the MM weapon system through 2020, requires the depot to service 8 boosters/month more than the historic sustainment rate of 4/month (2 are RSLP customers). The Auxiliary Power Supply Test Suite (APS TS) was down for approximately 45 days in the last quarter. The cost was primarily in a loss of production for the flight controls required for the Minuteman (MM) III ICBM. During the Propulsion Replacement Program (PRP) we refurbish the original MM III flight controls that were deployed in the late 60's/early 70's with a 15 year life expectancy. After 30 plus years, we have found that several components to need replacement. In order to refurbish the flight control, the Auxiliary Power Supplies must be tested/repaired using the APS. These are very intricate electronic/hydraulic systems that guide the missile in flight. There is no other system to test these components available. In the last quarter we were in low rate production for PRP and produced 12 PRP and 5 field failures missiles. We also produced 6 RSLP missiles. We filled all PRP contract requirements last quarter but starting next quarter, the full rate production will be 24 PRP missiles, 6 field failures and 6 RSLP. We are confident that we cannot sustain 24 PRP missiles per quarter with the APS TS in its current condition. Reliable and maintainable support equipment is required to ensure the Depot can support this program requirement as well as continue fleet sustainment activities.

Impact if not provided: The ACAT-1 multi-billion dollar PRP program is on an aggressive schedule involving multiple contractors, depot personnel, and active duty wings. Failure to support this project will impact the Depot's ability to support full rate PRP production resulting in penalties of $180M in the execution year and $380M contract breach. Without the ability to sustain fielded MM IIIs, alert sorties will be reduced by (the historic failure rate) of 2/month. Additionally, without the ability to perform the PRP and other interlinked MM III refurbishment programs, the lost sortie rate will accelerate as MM III boosters begin to "age-out" in 2007. Once funding is made available, anticipate 18 to 24 months to correct equipment deficiency. In the interim, every effort is being taking to maintain existing equipment to operational standards and at the same time assessing short term work arounds to keep production moving in reducing risk to having contracting penalties. Once the equipment is modified and/ or replaced, the PRP Program will be able to produce the correct number of boosters per month that will negate any chance of a contract breach while supporting the wings with full production.

Weapon System Support: Minuteman II, III Missile.

Activity Group Capital Investment Justification ($ In Thousands)										FY2006/FY2007 Budget Estimate
Department of the Air Force Depot Maintenance Feb 2005	Line Number: CSN: G333G1 SIR: 1	Replacement			Payback: 15 yrs					Activity Identification OO-ALC
Element of Cost	FY2004			FY2005			FY2006			
Title:	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	
CNC 5-Axis Router	1	3500	3500							

Narrative Justification:
Purchase a new CNC controlled 5-axis router to replace the existing Accurate Machine Tool, 5-axis router. Router shall have the minimum specifications: 4' z-axis, 6' x-axis and 30' y-axis, variable controlled 24,000 RPM spindle and Ultrasonic cutting capability. Integrate the 5-axis router into the MABR CAD/CAM system, purchase and install computer workstation next to router. Several attempts have been made to rebuild the 5-axis router to get it built back to Original Equipment Manufactures (OEM) specifications. The original manufacturing company is now bankrupt and is no longer a viable source of repair. It is more cost effective to replace the existing equipment than try to maintain the equipment without a source of repair. The z-axis on the existing router is only 12", the fixtures needed to hold the parts to be milled are usually between 4"-8", leaving only 4" on the z-axis available to mill the metal core. The B-2 core requires a z-axis 18" to 24", effectively eliminating the existing 5-axis core mill as an alternate source of repair for the B-2 program and any other low observable workloads presently being planned for B238. The new CNC 5-axis core mill will incorporate a CNC controlled Programmable vacuum pod system that can be programmed to the shape of the part being milled. The use of this system has lowered the use of Jigs and fixtures required to hold the flight component or core for milling by several of the aerospace manufacturing companies. It is estimated that each component being milled requires 5 jigs and fixtures to hold the part in different configurations while it is shaped to the required configuration. The integration of the CNC controlled vacuum pods on the milling bed will eliminate the use of fixtures and jigs by 85%. Several aircraft manufacturing companies have shifted to this technology and eliminated several hours of set-up time per part by not have to set up the fixtures/jigs and eliminated the manufacturing of fixtures to hold the part. This process has saved millions of dollars of production time and cost to manufacture fixtures in the manufacturing of the aircraft for commercial and military aircraft.

Impact in not provided:
The existing metal honeycomb core CNC controlled 5-axis router has proven to be unreliable. The 5-axis router has been down for over 4-months this year for maintenance, the last down time was over 9-weeks. MABR was utilizing the CNC router to mill ballistic fuel foam for the A-10 aircraft. Due to the extended delay in getting the router back on-line the workload was pulled from in-house manufacturing and placed on contract with a commercial manufacturing firm. The manufacturing hours from the A-10 ballistic foam workload alone justified the purchase of a new CNC controlled 5-axis router. The metal core honeycomb router is utilized in the manufacturing of core for the F-4, F-16, A-10 and several misc. workloads. The existing core mill cannot be used to manufacture the core for these aircraft due to metal contamination issue on the low observable aircraft presently being done in B238. Separate 5-axis routers are needed for the metal composite program and the low observable programs. The use of separate 5-axis routers is required to prevent the low observable composite workload from being cross-contaminated with the metals used in the metal core composites. It has been determined that several low observable components have already been manufactured with metal filling bonded into the parts when repaired. Metal found in the low observable composites allow the newer aircraft to be detected by radar. This has increased the timeline on the PDM effort on the upgrading of the B-2 Fleet to remove the metal contamination from the component prior to shipment to Northrop Grumman. Due to the limited manufacture of the B-2 Bomber (21); any delay caused in reworking of the component; causes the extended downtime of a critical aircraft. The Aircraft Directorate needs a reliable machine to manufacture the metal core honeycomb components used on the 1st generation metal core composites used on the older airframes. The constant maintenance required to keep the equipment viable is not cost effective and wasting valuable man-hours.

Activity Group Capital Investment Justification ($ In Thousands)			FY2006/FY2007 Budget Estimate
Department of the Air Force **Depot Maintenance** **Feb 2005**	**Line Number: 645** **CSN: G414G1** **SIR: 30.9**	Replacement **Payback: 0.62**	Activity Identification **OO-ALC**

Element of Cost Title:	FY2004			FY2005			FY2006		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Test Set, Automatic Digital, (Bldg 100)	1	685	685						

Narrative Justification:
A recapitalization effort to replace the previous configuration is required to sustain a test/repair capability through the projected program life expectancy, (year 2020). This recapitalization effort will allow the Air force to retain our existing test capability while improving our repair support capability because of improved station reliability/maintainability and provide additional platform capabilities. This effort consists of replacing 6 ea. existing test sets with 1ea. Automatic Digital test set, updating the documentation and rehosting the present test program sets (TPS's). The existing test sets test and fault isolate actuators and electric motors for 15 different weapon systems. These testers are a one of a kind system and are approaching the end of their serviceable life, experiencing excessive down time (10 days/month/tester), because of hardware obsolescence and parts non-availability. Calibration of the tester is almost impossible according to Air Force calibration procedures. This combination of test equipment problems hampers the ability of the actuator shop to produce assets in support of workload requirements Example: The seat actuators for the B1, F16, F15, T37/38 and A10 are very similar in design and testing. When the test stations fail it affects all weapons systems assigned. The problem creates a multitude MICAP (Mission Incapability, Awaiting Parts) occurrences on all of these weapon systems. Additional problems arise from using analog technology, such as not being able to tighten the tolerance and they are less exact. The tolerance does pass the end item and tells if specs/tolerances were met, due to the age of the weapon systems a tighter tolerance would increase the Mean Time To Repair (MTTR) (from 21 months to 25 months) allowing the end items to stay out in the field longer which results in reduced backorders/MICAPs. The field is also using modern digital technology, which results in Can Not Duplicate (CND) or Retest OK (RTOK) failures between the field and the depot testers. These types of failures are very labor intensive and costly to resolve. Currently when the field request clarification or assistance, the depot does not have the technology to provide the necessary engineering support. The Depot needs to be able to dissect the test function. Bottom-line, the field has more technologically advanced equipment than the Depot; therefore, the depot can not duplicate failures experienced in the field. Discrepancies between field and depot testers are resolved only after much TDY, coordination between the two organizations, and a great deal of time and expense to the Air Force. Currently there are 3, 500 end items in the process.

On completion of this project we estimate the following annual savings: Shop direct labor cost of $39,880, PMEL labor cost of $59,940, parts cost of $22,700 and in house repair effort savings of $1,250,000 vs. current bridge contractor cost ($2.5M). Total savings $1,312,580/year. (RCC: MALAAD)

Impact if not provided:
We are jeopardizing our ability to produce assets in support of the workload requirements in a timely manner to the warfighter. Inability to support these systems results in the grounding of aircraft because of lack of parts and severely impacting mission requirements of the aircraft identified below. If the testers are not replaced we will be forced to spend an additional $2.8M to have renovation performed on them in order to meet current testing workload. This renovation will need to be accomplished within the next year.

Weapon System Support: C-130, C5, A10, C141, F4, KC135, F16, B52, B1, E3A, F15, F5, HH3, T37/38, HH53, Emergency A/C Equipment, Electronics

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/FY2007 Budget Estimate					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: Horizontal Machining Center**			**Productivity**			Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Horizontal Machining Center L34LG1	2	1700	3400									

Narrative Justification: CNC machines are used to manufacture large, intricate aerospace components in support of the PDM efforts for F-15, C-5, C-130, and C-17 aircraft. They are also used to manufacture components for DLA and the base supply system.

WR-ALC has six 5-axis CNC machines. Three of our CNC machines are from the same Original Equipment Manufacturer (OEM) who is out of business and no longer supports spares or machine repair. The 2 oldest CNC machines (over 15 years old) suffer from major component failure and are increasingly unavailable for use. It is anticipated that these 2 machines will not be functional beyond FY06. These machines were down over 150 days last year and when running, productivity effectiveness was only 30-40%. The number of down days is expected to increase per year. Maintenance costs last year for these two machines were approximately $250,000 and are increasing at a rate of $35K per year.

This project will replace the 2 oldest CNC machines at a cost of approximately $1.7M each. The new machines will be capable of performing precision milling and boring operations in full 5-axis operations.

An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file and reflects a projected savings to investment ratio of 2.3 and Payback of 6 years. The savings on this project will begin the year this equipment is installed and functional, which is anticipated to be December 2005.

Impact if not provided: Increasing numbers of aircraft structural components are requiring replacement. Due to the intricate geometry of the design of many aircraft structural components, manufacture must be accomplished on 5-axis CNC machines. When the CNC machines are down, there is a major impact on our ability to manufacture component parts in support of aircraft PDM.
Without these new machines, component manufacturing costs increases, as well as the time to manufacture the parts. From Oct. 03 – May 04 there was 163 workdays available (excluding weekends and holidays). This averages out to about 20 workdays per month. These two CNC Machines were down an average of fifteen days per month over this same time period. (2,281 hrs downtime divided by 18.9 per man day hrs.) The integrity of the PDM Process depends on receiving aircraft parts manufactured on these two CNC machines in a timely manner to support multiple weapons systems. This leads to increased PDM flowdays and decreased aircraft availability for our customers. An exact PMD flowday increase cannot be quantified because of variables in the PDM process and the support of multiple weapons systems with different flowday requirements.

Activity Group Capital Investment Justification ($ in Thousands)							FY2006/FY2007 Budget Estimate					
Department of the Air Force Depot Maintenance **Feb 2004**	**Line Number: IOE for Paint/Depaint Hangar**			**Productivity**			Activity Identification **WR-ALC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
IOE for Paint/Depaint Hangar L42AI1	1	8500	8500									

Narrative Justification. This project will provide tailstands and telescoping manlifts for the new Paint and Depaint Facilities. Facilities and equipment were funded through a combination of programs, including the FY03 MILCON Program, FY04 Transformation Program, and FY04 Capital Purchases Program (CPP). The equipment funds that had been earmarked for the tail stands and telescoping manlifts had to be used to fund process cooling for the facilities. Since that time, we have been working to source funds to enable us to add the tailstands and manlifts back into the project.

The tailstands and manlifts will enable the workers to access all parts of the aircraft. Without this equipment, we will have to use high-reach trucks to allow our personnel access to all sections of the aircraft. All equipment that operates in a paint hangar must comply with explosion proof standards. Since there are no manlifts commercially available that are tall enough to access all portions of a C-5, a safety waiver to operate a non-explosive proof truck is required. Based on the procedures we are required to follow with the non-explosion equipment, we are required to take particulate readings prior to each relocation of the trucks. If the particulate readings are too high, our painters are required to wait to reposition the trucks…equating to "dead time" for our painters. This easily increases the time to paint an aircraft by 30%.

An EA was accomplished for the original MILCONs and IOE. Paint Facility: Cost - $33M, SIR – 1.3, Payback – 18.3 years
Depaint Facility: Cost - $35M, SIR – 2.4, Payback – 9.9 years

A separate EA is not required for the tailstands/manlifts because equipment does not exist which meets the fire safety requirements of the corrosion control hangars. The stands will eliminate the need to use non-compliant high-reach equipment to access portions of the aircraft. An EA waiver for the tailstand/manlift requirement has been submitted.

Impact if not Provided: The manpower and time required to use the high-reach trucks is greater due to the need to constantly reposition the truck to allow access to all portions of the aircraft. Continued use of non-explosion proof equipment creates a safety hazard for personnel and is detrimental to the process.

Activity Group Capital Investment Justification ($ In Thousands)			FY2006/FY2007 Budget Estimate								
Department of the Air Force Depot Maintenance Feb 2005	Line Number: CSN: G420G1 SIR: 4.39	Environmental Payback:3.48yr	Activity Identification OO-ALC								
Element of Cost Title:	FY2004			FY2005			FY2006				
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost		
Upgrade Wheat Starch Media Blast Booth (238)	1	550	550								

Narrative Justification

This project will provide a fully operational and updated Wheat Starch Blast Booth for small parts coatings removal in building 238. This project will include the replacement of the floor mechanical recovery system with a full floor pneumatic system and dust collector. Addition of all following components, a four stage vibratory separator, two magnetic separators, two dense particle separators, media blending assembly, a bucket elevator, a media storage hopper, two blast pots with controls, associated reclaim assembly and new control box. This project will put this wheat starch blast booth in compliance with the Air Force Corrosion Technical Order 1-1-8. This T.O. specifies limits on contamination in the media. Production is now forced to discard the media once these limits are exceeded because we are currently using a plastic media booth which dents the metal, contaminates the parts and puts the parts out of specification.

This facility is experiencing increased workload which requires this wheat starch blast booth be retrofitted with modern supportable production equipment. The addition of the second blast pot will double the production output of this blast facility to meet the increased composites workload. The media recovery and classification equipment has reached the end of their useful life. Maintenance costs are becoming excessive and replacement parts are no longer available. Based on a 3yr historical average maintenance man hours required is 200hrs vs. proposed 22hrs on wheat blast. This project has a SIR of 4.39 and payback in 3.48 yrs and supports a premier weapon system in the Air Force inventory (B-2)

Impact if not provided:

Aircraft production is delayed due to this blast system not being in operating condition. When the blast sytsem is operational it has to be operated 24-7, when a ship set is delivered for processing, to meet the three week deadline to remove all the coating on the parts and work off backlog.This forces production personnel to work excessive overtime to maintain the present workload. Currently we are spending approximately $84 K per day over three shifts. Implementation of the new system will allow us to reduce daily operations to two shifts.

Weapon System Support: B-2 Aircraft

Activity Group Capital Investment Justification ($ in Thousands)													FY2006/FY2007 Budget Execution Review
Department of the Air Force Depot Maintenance **May 2004**	**Line Number: Total Component Management Software Modification** New												Activity Identification **OC-ALC**
Element of Cost	FY2003			FY2004			FY2005			FY2006			
	Qty	Unit	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	
TCM Software Modification							1	1	500				

This project is currently unfunded however is included for Congressional notification if funding becomes available.

Narrative Justification: The purpose of this project is to modify existing Scheduling Kitting Inventory Listing (SKIL) software to implement Total Component Management (TCM) in the commodities areas. SKIL has visibility into retail supply accounts to allow for point of sale transfer of assets and provides complete visibility of components, including the ones that are routed to different parts of the ALC. This software package will increase workload support and draw down material on the maintenance shop floor and anticipate a reduction in aircraft PDM flow and hold time as seen in private industry. This software will give the capability of having just in time material supplied to the production line, right parts at the right time! The SKIL software was specifically designed for use in propulsion arena and a modification is required to operate in the commodities arena. An economic analysis (EA) was certified that this EA meets the criteria as outlined in DoDI 7041.3, AFI65-501 and AFMAN 65-506. The Return on Investment (ROI) will be realized in terms of a reduction in monthly MICAP hours and flow days for the Side Cowls, Constant Speed Drive (CSD) and Turbines only. The average monthly reduction in MICAP hours is 13,522 and the average flow day reduction is 25% as follows: Side Cowls (23), CSD (10), and Turbines (15).

Impact if not provided:
If this effort is not fully funded, it will not be possible to implement TCM package throughout the Commodities arena. This will severely hamper our efforts to provide improved materiel support to the production line and ultimately to the war fighter. We will not be able to achieve the above reductions as projected and draw down material on the maintenance shop floor nor reduce aircraft PDM flow and hold time as foreseen.

Fiscal Year (FY) 2006-2007 Budget Estimate
Department of the Air Force
Depot Maintenance (Dollars in Millions)

	FY	Approved Project	PB	PB Line #	Approved Reprogramming	Internal Transfers	Carryover	Approved Project Cost	Current Project Cost	Asset / Deficient	Explanation
	04	**Equipment: $1,000,000 and over - Total**	**96.350**	**0.000**	**0.632**	**0.000**	**0.000**	**96.982**	**82.982**	**0.000**	
OC-ALC	04	81B Support - VXI Rehost	4.500	E99H01	-0.510	0.000	0.000	3.990	3.990	0.000	Approved reprogramming
OO-ALC	04	F-16 Aircraft Avionics Digital T/S	4.115	E02G01	1.044	0.000	0.000	5.159	5.159	0.000	Approved reprogramming.
OO-ALC	04	Fire Control Radar Antenna	2.326	E02G02	0.000	0.000	0.000	2.326	2.326	0.000	
OO-ALC	04	Cadmium Plating Line	1.000	E04G02	-1.000	0.000	0.000	0.000	0.000	0.000	Approved reprogramming.
OO-ALC	04	Auto Inspect Blast Depaint	1.450	E04G10	-1.450	0.000	0.000	0.000	0.000	0.000	Approved reprogramming.
OC-ALC	04	Transforming AF Components Surface Restoration Process	13.000	E04G13	0.000	0.000	0.000	13.000	13.000	0.000	
OO-ALC	04	Mark V Radar Sys	0.000		1.500	0.000	0.000	1.500	1.500	0.000	Approved reprogramming.
OC-ALC	04	CNC Universal Grinder - TCR Shop	1.452	E02H38	-1.452	0.000	0.000	0.000	0.000	0.000	Approved reprogramming
OC-ALC	04	CNC Universal Grinder Gearbox Shop	1.037	E04H03	-1.037	0.000	0.000	0.000	0.000	0.000	Approved reprogramming
OC-ALC	04	Case Shop CNC Vertical Turret Lathe	2.232	E04H04	-2.232	0.000	0.000	0.000	0.000	0.000	Approved reprogramming
OC-ALC	04	Machine Shop Modernization	1.063	E04H05	-1.063	0.000	0.000	0.000	0.000	0.000	Approved reprogramming - moved out 1 year
OC-ALC	04	Decimal Test & Repair Systems	3.250	E04H07	-1.750	0.000	0.000	1.500	1.500	0.000	Approved reprogramming
OC-ALC	04	220/228 Test Stands	0.000		2.600	0.000	0.000	2.600	2.600	0.000	Approved reprogramming
OC-ALC	04	5-Axis CNC Universal Machine	0.000		1.900	0.000	0.000	1.900	1.900	0.000	Approved reprogramming
OC-ALC	04	BRAT Sets	1.200	E04H10	-0.300	0.000	0.000	0.900	0.900	0.000	Approved reprogramming
OC-ALC	04	Heat Treat Addition Cooling Water Sys., B3001	0.000		1.718	0.000	0.000	1.718	1.718	0.000	Approved reprogramming
OC-ALC	04	Bldg. 3001 IOE Transformation	8.000	E04H17	0.000	0.000	0.000	8.000	8.000	0.000	Transformation
OC-ALC	04	B-2 Test Program Sets Transformation	6.500	E04H18	0.000	0.000	0.000	6.500	6.500	0.000	Transformation
WR-ALC	04	Benchtop Reconfigurable Auto Tester	0.000	E02L39	5.305	0.000	0.000	5.305	5.305	0.000	Approved Reprogramming
WR-ALC	04	APG-63(V)1 Radar Lab Upgrade	4.180	E04L02	0.000	0.000	0.000	4.180	4.180	0.000	
WR-ALC	04	Radar Module Test Station	2.841	E04L03	1.563	0.000	0.000	4.404	4.404	0.000	Approved Reprogramming.
WR-ALC	04	Replacement of the A-10 IATS	2.294	E04L08	-2.294	0.000	0.000	0.000	0.000	0.000	Approved reprogramming; requirement reprioritized to out year.
WR-ALC	04	F-15 Analog Avionics Dept T/S	1.910	E04L10	-1.910	0.000	0.000	0.000	0.000	0.000	Approved reprogramming; requirement reprioritized to out year.
WR-ALC	04	Modern Aircraft Paint Technologies (IOE)	7.000	E04L15	0.000	0.000	0.000	7.000	7.000	0.000	Transformational Project.
WR-ALC	04	Modern Aircraft De-Paint Technologies (IOE)	8.000	E04L16	0.000	0.000	0.000	8.000	8.000	0.000	Transformational Project.
WR-ALC	04	Transforming Airborne Electronics Phase 1	5.000	E04L17	0.000	0.000	0.000	5.000	5.000	0.000	Transformational Project.
OO-ALC	04	Auxiliary Power Supply Test Suite	7.000	E05G060	0.000	0.000	0.000	7.000	0.000	0.000	Pending aporoval from OSD
OO-ALC	04	Explosive Set Circuitry Test Set Cables	7.000	E05G061	0.000	0.000	0.000	7.000	0.000	0.000	Pending approval from OSD
	04	*** $500,000 to $999,999.99**	**4.451**	**EF0000**	**-0.563**	**0.000**	**0.000**	**3.888**	**3.888**	**0.000**	
OO-ALC	04	F-16 Microwave Test Stands Upgrade	0.610	E99G02	0.000	0.000	0.000	0.610	0.610	0.000	
OO-ALC	04	K 400 Test Console Upgrade, Bldg 843, Electronics	0.600	EF4G11	-0.443	0.000	0.000	0.157	0.157	0.000	Approved reprogramming.
WR-ALC	04	Slave Rate Gyro Calibration	0.650	EF4L06	-0.650	0.000	0.000	0.000	0.000	0.000	Approved Reprogramming
WR-ALC	04	SBU Vertical Gyro Calibration	0.650	EF4L07	-0.650	0.000	0.000	0.000	0.000	0.000	Approved Reprogramming
WR-ALC	04	K-Family Gyro Calibration	0.650	EF4L09	-0.650	0.000	0.000	0.000	0.000	0.000	Approved Reprogramming
OC-ALC	04	Upgrade AATS/RATS	0.000	H23PU2	0.749	0.000	0.000	0.749	0.749	0.000	Approved Reprogramming
OC-ALC	04	Thermal Sand Coating	0.000	H23GX2	0.550	0.000	0.000	0.550	0.550	0.000	Approved reprogramming
OC-ALC	04	Horizontal Boring	0.513	EF4H11	-0.513	0.000	0.000	0.000	0.000	0.000	Part of Transformation
OC-ALC	04	TF-33 Engine Test Frame Adapter	0.000	H23WG2	0.900	0.000	0.000	0.900	0.900	0.000	Approved reprogramming
OC-ALC	04	Auto Shot Peening	0.000	H0M6W1	0.922	0.000	0.000	0.922	0.922	0.000	Approved reprogramming
OC-ALC	04	CNC Vertical Grinder	0.778	H01DW1	-0.778	0.000	0.000	0.000	0.000	0.000	Part of Transformation
	04	*** $100,000 to $499,999.99**	**2.784**	**E99999**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	
WR-ALC	04	Jig Bore	0.000		0.345	0.000	0.000	0.345	0.345	0.000	Approved Reprogramming
WR-ALC	04	Loop & Roll Manual Calibration	0.403		-0.403	0.000	0.000	0.000	0.000	0.000	Approved Reprogramming
WR-ALC	04	NDI X-Ray Track System	0.406		-0.406	0.000	0.000	0.000	0.000	0.000	Approved Reprogramming
WR-ALC	04	AC Power Supply System	0.250		-0.250	0.000	0.000	0.000	0.000	0.000	Approved Reprogramming
OO-ALC	04	8 X 20 Autoclave Upgrade	0.485		-0.485	0.000	0.000	0.000	0.000	0.000	Approved reprogramming.
OO-ALC	04	Vertical Vacuum Furnace	0.350		-0.350	0.000	0.000	0.000	0.000	0.000	Approved reprogramming.
OC-ALC	04	GMS 4060 for F100 Compressor	0.284	H15DW2	-0.284	0.000	0.000	0.000	0.000	0.000	Move to outyears
OC-ALC	04	Air Furnace	0.467	H15FW1	-0.467	0.000	0.000	0.000	0.000	0.000	Move to outyears
OO-ALC	04	Crane	0.000		0.137	0.000	0.000	0.137	0.137	0.000	Approved reprogramming.
OC-ALC	04	Coordinate Measuring Machine	0.000	H256W1	0.346	0.000	0.000	0.346	0.346	0.000	Approved reprogramming
OC-ALC	04	12' Hydraulic Press Brake	0.139	H41FG9	0.000	0.000	0.000	0.139	0.139	0.000	
	04	**ADPE & Telecommunication Equipment**	**8.900**		**0.000**	**0.000**	**0.000**	**8.900**	**8.900**	**0.000**	
HQ LGN	04	DMAPS/Legacy System Modernization	8.900	A96001	0.000	0.000	0.000	8.900	8.900	0.000	
	04	**Software Development (Internally)**	**46.800**		**0.000**	**0.000**	**37.650**	**46.800**	**25.150**	**37.650**	
HQ LGN	04	ABACUS	1.400	S96001	0.000	0.000	0.000	1.400	1.400	0.000	
HQ LGN	04	DM Legacy System Technical Refresh	54.600	S97001	0.000	0.000	37.650	54.600	16.950	37.650	Planned $7.1M for ECSS

Fiscal Year (FY) 2006-2007 Budget Estimate
Department of the Air Force
Depot Maintenance (Dollars in Millions)

	FY	Approved Project	PB	PB Line #	Approved Reprogramming	Internal Transfers	Carryover	Approved Project Cost	Current Project Cost	Asset / Deficient	Explanation
HQ LGN	04	DM Legacy System Technical Refresh	-14.000	S97002	0.000	0.000	0.000	-14.000	0.000	0.000	Request for reprogramming 14M for ICBM to OSD.
HQ LGN	04	DMAPS Development/Implementation	6.800	S97002	0.000	0.000	0.000	6.800	6.800	0.000	
HQ LGN	04	DM Legacy System Technical Refresh	-16.700	S97002	0.000	0.000	0.000	-16.700	0.000	0.000	Request reprogramming for the Operational Necessity items listed below.
OO-ALC	04	CNC 5-Axis Router	3.500	G333G1	0.000	0.000	0.000	3.500	0.000	0.000	Operational Necessity
WR-ALC	04	Horizontal Machining Center	3.400	L34LG1	0.000	0.000	0.000	3.400	0.000	0.000	Operational Necessity
OO-ALC	04	Test Set, Automatic Digital	0.700	G414G1	0.000	0.000	0.000	0.700	0.000	0.000	Operational Necessity
OO-ALC	04	Upgrade Wheat Starch Media Blast Booth	0.600	G420G1	0.000	0.000	0.000	0.600	0.000	0.000	Operational Necessity
WR-ALC	04	IDE for Paint/Depaint Hangar	8.500	L42AI1	0.000	0.000	0.000	8.500	0.000	0.000	Operational Necessity
	04	**Minor Construction**	**0.925**	**M00000**	**1.043**	**0.000**	**0.000**	**1.968**	**1.968**	**0.000**	**Plan on reprogramming from $0.900 to $2.854.**
AMARC	04	Radiation Processing and Storage	0.450		0.000	0.000	0.000	0.450	0.450	0.000	
OC-ALC	04	Install HVAC Tank and Cooler	0.000	H23PM6	0.700	0.000	0.000	0.700	0.700	0.000	Approved reprogramming
OC-ALC	04	Install Transformers	0.000	H25CM1	0.000	0.000	0.000	0.000	0.000	0.000	Approved reprogramming. Added $749K then deleted $749K -- zero balance action
WR-ALC	04	Construct Engine Storage B45	0.000		0.475	0.000	0.000	0.475	0.475	0.000	Approved Reprogramming
WR-ALC	04	Add to B-45 for CBD Repair	0.475		-0.475	0.000	0.000	0.000	0.000	0.000	Approved reprogramming
OO-ALC	04	Construct Locker Room B233	0.000		0.343	0.000	0.000	0.343	0.343	0.000	Approved reprogramming.
	04	**Prior Year Adjustments**	**0.000**		**0.704**	**0.000**	**0.000**	**0.704**	**0.704**	**0.000**	
OO-ALC	04	FY01 Nose Radome Electronics Test System (NI	0.000	E0108	0.603	0.000	0.000	0.603	0.603	0.000	Approved reprogramming.
OO-ALC	04	FY03 IOE Hydraulic Test Stand	0.000	E03G02	0.078	0.000	0.000	0.078	0.078	0.000	Approved reprogramming.
OO-ALC	04	FY03 Const Carriage Test Facility	0.000		0.023	0.000	0.000	0.023	0.023	0.000	Approved reprogramming.
	04	**TOTAL**	**162.210**		**1.616**	**0.000**	**37.650**	**161.242**	**123.592**	**37.650**	
	05	**Equipment: $1,000,000 and over - Total**	**45.277**	**0.000**	**0.000**	**0.000**	**0.000**	**45.277**	**28.661**	**16.616**	
OO-ALC	05	F-16 Aircraft Avionics Digital T/S	3.773	E02G01	0.000	0.000	0.000	3.773	3.123	0.650	Plan to re-program in FY05 to fund G155M4 $.650 minor construction
OO-ALC	05	Hydraulic Test Equip for GTE	1.500	E05G23	0.000	0.000	0.000	1.500	0.000	1.500	Plan to re-program in FY05 to fund G223G2 for $2.222
OO-ALC	05	Electrical Cable Test Set (ECTS)	2.200	E05G25	0.000	0.000	0.000	2.200	2.200	0.000	
OO-ALC	05	BRAT / MADTS Tester Program Ph 3 of 3	0.500	E01G03	0.000	0.000	0.000	0.500	0.500	0.000	
OC-ALC	05	Eddy Current Inspect System (ECIS)	1.900	E05H08	0.000	0.000	0.000	1.900	1.900	0.000	
OC-ALC	05	AFATS Software/Hardware Upgrade	2.800	E02H58	0.000	0.000	0.000	2.800	2.800	0.000	
OC-ALC	05	Compact Radome Range Equipment	5.700	E05H11	0.000	0.000	0.000	5.700	5.700	0.000	
OC-ALC	05	Pacer Comet III Test Cell Auto System	9.000	E05H10	0.000	0.000	0.000	9.000	9.000	0.000	
OC-ALC	05	Heat Treat Addition Cooling Water Sys., B3001	1.850	E05H16	0.000	0.000	0.000	1.850	0.000	1.850	Funded in FY04, plan to reprogram
WR-ALC	05	Upgrade Avionics Lab to ADCP	3.045	E05L16	0.000	0.000	0.000	3.045	0.000	3.045	Plan reprogramming project to FY06 - reprioritization
WR-ALC	05	Upgrade Avionics Lab to PACS-45	3.045	E05L19	0.000	0.000	0.000	3.045	3.045	0.000	
WR-ALC	05	HP3075 Series III Digital Test Sta	5.464	E05L17	0.000	0.000	0.000	5.464	0.393	5.071	Plan reprogramming of $5.1M; project cost decrease
WR-ALC	05	Antenna Ranges	4.500	E05L18	0.000	0.000	0.000	4.500	0.000	4.500	Plan reprogramming project to FY06 - reprioritization
	05	**$500,000 to $999,999.99**	**3.298**	**EF5000**	**0.000**	**0.000**	**0.000**	**3.298**	**0.925**	**2.355**	
OO-ALC	05	5 Axis Router Upgrade	0.780	G14GG8	0.000	0.000	0.000	0.780	0.000	0.780	plan to re-program in FY05 to fund G412M1 minor construction Project
OO-ALC	05	CNC 2200 Watt Laser Center	0.850	EF5G39	0.000	0.000	0.000	0.850	0.000	0.850	plan to re-program in FY05 to fund G223G2 for $2.222
OC-ALC	05	Material & part Storage Retrieval System	0.925	H23PG2	0.000	0.000	0.000	0.925	0.925	0.000	
WR-ALC	05	ARC-164 - Replacement	0.735	EF5L20	0.000	0.000	0.000	0.735	0.000	0.735	Project rolled into FY04 E04L17 transformation, plan to re-program in FY05
OC-ALC	5.0	TCM Software Modification	0.000		0.000	0.000	0.000	0.000	0.000	0.000	Awaiting internal reprogramming
	05	**$100,000 to $499,999.99**	**3.490**	**E99999**	**0.000**	**0.000**	**0.000**	**3.490**	**1.550**	**1.940**	
OO-ALC	05	Rebuild Cylindrical Grinder	0.475	G22GG1	0.000	0.000	0.000	0.475	0.000	0.475	Plan to re-program in FY05 to fund G22NG1
OO-ALC	05	Paint Booth Equip (Down Draft)	0.400	G155G4	0.000	0.000	0.000	0.400	0.475	-0.075	Plan to re-program in FY05 to fund estimate of $.075
OO-ALC	05	Liquid Chromatography Mass	0.325	G155G0	0.000	0.000	0.000	0.325	0.000	0.325	Plan to re-program in FY05 to fund G155M5 estimate of $.730
OO-ALC	05	Scanning Electron Microscope	0.290	G15HGY	0.000	0.000	0.000	0.290	0.000	0.290	Plan to re-program in FY05 to fund G22NG1
OO-ALC	05	C-130 Paint Booth Man Lifts	0.350	G23DG1	0.000	0.000	0.000	0.350	0.000	0.350	Plan to re-program in FY05 to fund G412G1
OO-ALC	05	Waterjet Cutter Demilitarization Booth	0.270	G316G1	0.000	0.000	0.000	0.270	0.270	0.000	
OC-ALC	05	CNC 4Axis Lathe	0.495	H04JW1	0.000	0.000	0.000	0.495	0.495	0.000	
WR-ALC	05	Jig Bore	0.310		0.000	0.000	0.000	0.310	0.310	0.000	
WR-ALC	05	Hydraulic Test Stand (Valve Housing)	0.290		0.000	0.000	0.000	0.290	0.000	0.290	Plan reprogramming
WR-ALC	05	Hone	0.285		0.000	0.000	0.000	0.285	0.000	0.285	Plan reprogramming; project moved to FY06 as part of capability requirement
	05	**ADPE & Telecommunication Equipment**	**7.450**		**0.000**	**0.000**	**0.000**	**7.450**	**7.450**	**0.000**	
HQ LGN	05	DMAPS/Legacy System Modernization	7.450	A96001	0.000	0.000	0.000	7.450	7.450	0.000	
	05	**Software Development (Internally)**	**62.500**		**0.000**	**0.000**	**0.000**	**62.500**	**8.030**	**54.470**	
HQ LGN	05	ABACUS	0.400	S96001	0.000	0.000	0.000	0.400	0.400	0.000	

Fiscal Year (FY) 2006-2007 Budget Estimate
Department of the Air Force
Depot Maintenance (Dollars in Millions)

	FY	Approved Project	PB	PB Line #	Approved Reprogramming	Internal Transfers	Carryover	Approved Project Cost	Current Project Cost	Asset / Deficient	Explanation
HQ LGN	05	DM Legacy System Technical Refresh	55.300	S97001	0.000	0.000	0.000	55.300	4.230	51.070	Plan to reprogram $51.1M to ECSS
HQ LGN	05	OMAPS Development/Implementation	6.800	S97002	0.000	0.000	0.000	6.800	3.400	3.400	Plan to reprogram $3.4M to ECSS
	05	**Minor Construction**	**3.403**	**M00000**	**0.000**	**0.000**	**0.000**	**3.403**	**3.150**	**0.015**	
OO-ALC	05	Construct Paint Facility	0.480	G155M5	0.000	0.000	0.000	0.480	0.730	-0.250	Plan to re-program in FY05 to fund estimate of $.730
OO-ALC	05	Age Equipment Storage	0.480	G134M1	0.000	0.000	0.000	0.480	0.000	0.480	Plan to re-program in FY05 to fund G444G1
OO-ALC	05	Upgrade Painting Capabilities 216	0.480	G211C2	0.000	0.000	0.000	0.480	0.695	-0.215	Plan to re-program in FY05 to fund estimate of $.695, now equipment
WR-ALC	05	Const Matl Storage, C-130 (New Fac, B-120)	0.390		0.000	0.000	0.000	0.390	0.700	0.000	Plan reprogramming; project cost increase to 700K
WR-ALC	05	Construct WSSC Office	0.700		0.000	0.000	0.000	0.700	0.700	0.000	
OC-ALC	05	B-52 Radome Range Facility	0.548	H23DM1				0.548			Plan to reprogram in year of Execution
AMARC	05	Spraylat Storage Facility - Minor Construction	0.325		0.000	0.000	0.000	0.325	0.325	0.000	
	05	**TOTAL**	**125.410**		**0.000**	**0.000**	**0.000**	**125.410**	**49.766**	**75.406**	

NEW

PROPOSAL

FOR

CAPABILITY BASED

CAPITAL PURCHASE PROGRAM

Fund 9A
($ in Millions)

Capital Budget Summary
Air Force Working Capital Fund
AF Depot Maintenance Activity Group

FY 2006 President's Budget
Feb 05

Line Number	Item Description	FY 06 Quantity	FY 06 Total Cost	FY 07 Quantity	FY 07 Total Cost
	Equipment				
E11111	Weapon System Sustain	39.0	18.9	36.0	40.0
E22222	Test	29.0	42.7	20.0	36.6
	Equipment Subtotal	68.0	61.7	56.0	76.6
	ADPE & Telecommunication Equipment				
A96001	DMAPS/Legacy System Modernization	1.0	6.7	1.0	7.5
	ADPE & Telecom Subtotal	1.0	6.7	1.0	7.5
	Software Development (Internally)				
S96001	ABACUS	1.0	0.2	1.0	0.2
S97001	DM Legacy System Technical Refresh	0.0	0.0	0.0	0.0
S97002	DMAPS Development/Implementation	1.0	3.4	1.0	3.4
S97003	ECSS	1.0	56.0	1.0	54.3
	Software Development Subtotal	3.0	59.6	3.0	57.8
M00000	Minor Construction	7.0	5.0	5.0	3.0
P00000	Prior Year Adjustments	0.0	0.0	0.0	0.0
	TOTAL	79.0	132.9	65.0	144.9

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006 President's Budget					
Department of the Air Force Depot Maintenance Feb 2005	Line Number: EF1111 Equipment						Activity Identification AFMC					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Weapon System Sustainment (WSS)	23	Various	40200	48	Various	58800	39	Various	18900	36	Various	40000

Narrative Justification:
This capability (DoD 7000.14-R) represents an array of WSS capital equipment investment requirements that aligns with the Air Force's overall strategic objectives for sustaining depot facilities and equipment. Projects are in direct support of Aircraft, Missiles, Engines, Exchangeable, or other Depot mission and are designed, scheduled, and installed in accordance with established Air Logistic or Aerospace Maintenance and Regeneration Center processes and priorities. WSS projects support the depot maintenance mission requirements to sustain the existing organic industrial base, save dollars through increased productivity, and support customer requirements. Each piece of equipment will contribute to improving inherent industrial processes, such as cleaning, coating, bonding, grinding, forming or similar industrial operation. The equipment when replaced, upgraded, integrated, or combined into depot industrial operations will improve efficiency and personnel safety, support hazardous waste minimization and pollution prevention efforts, enhance product quality and increase customer satisfaction in performing the Air Force maintenance mission. Time criticality of projects to accommodate new or emerging workload requirements and produce an acceptable end state is a critical factor in depot operations. As such, program and execution flexibility within this line is essential as equipment requirements may change throughout the year. Supporting documentation and project justification are certified and maintained on file by HQ AFMC, including; when appropriate, economic analyses (EA) in accordance with DoDI 7041.3, AFI 65-501 and AFMAN 65-506.

Impact if not provided:
AFMC would be unable to provide reliable, cost-effective and timely depot support services and products to operational forces around the world. Depots would be unable to accommodate new workload requirements and produce acceptable end state products. AFMC depot infrastructure would deteriorate and become non-productive. AFMC's ability to execute capital budgets in support of mission objectives would be severely hampered. Without these capital improvements, much needed equipment replacement/upgrades will not be completed. These investments are key to ensuring AFMC depots remain competitive and provide Agile Combat mission support.

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006 President's Budget					
Department of the Air Force Depot Maintenance Feb 2005	Line Number: EF2222 Equipment						Activity Identification AFMC					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Test	14	Various	61.7	7	Various	10.0	29	Various	42.7	20	Various	36.6

Narrative Justification:
This capability (DoDI 7000.14-R) includes an array of Test equipment purchases that aligns with the Air Force's overall strategic objectives for sustaining depot facilities and equipment. Projects are test and inspection related equipment and are designed, scheduled, and installed in accordance with established Air Logistic or Aerospace Maintenance and Regeneration Center processes and priorities. Test equipment projects support the depot maintenance mission requirement to sustain the existing organic industrial base, save dollars through increased productivity, and support customer requirements. Each piece of equipment will contribute to improving inherent industrial processes, such as testing, and inspecting complex weapon system components, systems and sub-systems. The equipment when replaced, upgraded, integrated, or combined into depot industrial operations will improve efficiency and personnel safety, support hazardous waste minimization and pollution prevention efforts, enhance product quality and increase customer satisfaction in performing the Air Force maintenance mission. Time criticality of projects to accommodate new or emerging workload requirements and produce an acceptable end state is a critical factor in depot operations. As such, program and execution flexibility within this line is essential as equipment requirements may change throughout the year. Supporting documentation and project justification are certified and maintained on file by HQ AFMC, including; when appropriate, economic analyses (EA) in accordance with DoDI 7041.3, AFI 65-501 and AFMAN 65-506.

Impact if not provided:
The flexibility to provide equipment purchases to meet mission objectives would be severely hampered. The Air Force would not be as productive and the modernization of Depots would impact the ability to support DoD/AF and AFMC logistics strategic plans. Without these capital improvements, much needed equipment replacement and upgrades will not be made. The Depots modernization must have the upgraded infrastructure in place to operate and be able to support the Air Expeditionary Forces in the 21st Century vision. This is a key investment to allow our depots to remain competitive and most importantly to support the Agile Combat mission.

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006 President's Budget					
Department of the Air Force Depot Maintenance Feb 2005	Line Number: A96001 ADPE Hardware						Activity Identification AFMC					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
DMAPS/Legacy Sys Modernization (ADPE Hardware)	1	8900	8900	1	7450	7450	1	6700	6700	1	7450	7450

Narrative Justification:
This project is to upgrade the infrastructure necessary to support the Depot Maintenance Accounting and Production System (DMAPS), and the modernized depot maintenance legacy systems. The funds are linked to two programs, as they can not be separately identified. Both efforts will share the same infrastructure. All the fiber optics, computers, and equipment will be jointly used, making it impossible to locate the cost separately to each project. This effort is to upgrade the fiber optics, routers, and infrastructure items running to buildings that will implement an XP (operating system) network. Additionally, these funds will be used for personal computer upgrades and operating software. The benefit of this project is that it meets the desired goals of the Department of Defense (DoD) driving specific modernization directed for DoD logistics information. This is according to the logistics strategic plan from the Deputy Under Secretary of Defense (Logistics). To accomplish these goals, further definition has been provided by the defense information infrastructure (DII) master plan, dated 23 April 1997, and the DII shared data environment (SHADE) capstone document. The current infrastructure at the air logistics centers will not support these applications. The infrastructure upgrades are a multi-year project being phased through FY2011. The system so far included, $16.386M in FY97, $3.775M in FY98, $12.479M in FY99. $19.80M in FY00, $9.49M in FY01, and $12M in FY02. The total amount spent to date on ADPE is $93.85M. Future funding plan includes $6.7M in FY08, $7.45M in FY09, $7.45M in FY10, and $7.45M in FY11. These funds are needed to ensure the projected infrastructure upgrades are accomplished to support DMAPS. They are coordinated with release of software for DMAPS and the legacy modernization efforts. An economic analysis is not available for this work. A waiver has been approved since this investment is necessary to support initiatives being directed by higher headquarters.

Impact if not provided: The Air Force would be unsuccessful in the implementation of DMAPS and the modernization of legacy systems that would impact the ability to support DoD logistics strategic plans. Without this improvement, much needed infrastructure improvements will not be made. The modernized software must have the upgraded infrastructure in place to operate. This is a key investment to allow our depots to remain competitive.

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006 President's Budget					
Department of the Air Force Depot Maintenance Feb 2005	**Line Number: S96001 ABACUS**						Activity Identification **AFMC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Automated Budget Analysis / Centralized User System (ABACUS)	1	1400	1400	1	400	400	1	211	211	1	173	173

Narrative Justification: Depot Maintenance Activity Group (DMAG) budget and price development system supports the automated budget analysis/centralized user system (ABACUS) development effort. This capital purchase request reflects the costs estimated for a software contractor to develop an enhanced budget system. This enhanced system is intended to be more responsive to changing Air Force Working Capital Funds (AFWCF) business practices. The major enhancement that ABACUS will undergo at this time is to rebuild the enhanced ABACUS on and Air Force and DoD compliant system architect. This new architect will serve as a solid foundation, flexible for future enhancements to meet changes in the AFWCF budget process. The development of the original ABACUS included, $1.614M in FY99. $0.800M in FY00, and $0.650M in FY01. The total amount spent to date on the original ABACUS was $3.1M. The enhancements will include CFO compliant, on-line help; centralized design, reporting capability for managers, integrated budget reporting (ABACUS & TRANSCOM), multiple budget versions during budget build process for "what-if" analysis, embedded narratives, data focused with archiving and export features, and enhanced security. The development of the enhanced ABACUS will occur over several years beginning in FY02 at $1.767M, FY03 at $2.0M, and continue as shown above until deployed in FY05. The current ABACUS is used to create and assemble budgets in a uniform manner for approximately six months out of the year. The remaining time ABACUS is not used. Changes that occur at higher levels cannot be distributed properly to lower levels. Changes to AFWCF procedures are not easily incorporated due to current system architecture and operating environment. Budget submissions are sent by File Transfer Protocol, which is a tedious process. The proposed changes and enhancements to ABACUS will fix these shortfalls. It will also have export capability directly into Excel. An economic analysis (EA) was prepared and certified by HQ AFMC/FMPC (DSN 787-5862) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051). The estimated completion date for Increment 1 is FY05.

Impact if not provided: : DMAG will be unable to provide timely and accurate processing data. For customers, this will lead to major funding shortfalls and excesses in execution and will undermine their ability to reliably project future requirements. In addition, DMAG's budget submissions will be ineffective in identifying resource requirements, providing the information and tools necessary for management decision making, and providing a valid basis for program execution. Ineffective pricing and budgeting using the current process will result in ineffective management within a $5.1 billion per year Air Force program.

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006 President's Budget					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: S97001 DM Legacy System Technical Refresh**						Activity Identification **AFMC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
DM Legacy System Technical Refresh	1	54600	54600	1	55800	55800	0	0	0	0	0	0

Narrative Justification:
The Air Force Materiel Command (AFMC) is in the process of modernizing/replacing their current depot maintenance legacy systems. The technical refresh efforts will separate data from the host application, standardize the data and place those data elements into a shared data environment (Data Depot/Warehouse) that is Defense Information Infrastructure Common Operating Environment (DII/COE) compliant. This migration will place the data into one logical data base with unique applications designed to support the depot maintenance business processes accessing it. The system so far included, $0M in FY97, $18.174M in FY98, $13.050M in FY99, $18.50M in FY00, $10.450M in FY01, $24.20M in FY02, $18.66M in FY03, and $16.9M in FY04. The total amount spent to date on DM Legacy systems is to date is $119.93M. The deployments of the modernized systems began in FY2000 with the deployment of H117R and G004C. DMSI Phase 1 was deployed in FY2002. DMSI Phase 2 as well as the shared database was deployed in FY2003, subsuming E046A. Follow-on phases of DMSI are scheduled to completely deploy by the end of FY05. An economic analysis (EA) was prepared and certified by HQ AFMC/FMPC (DSN 787-4572) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051).

Impact if not provided: If funds are not received, the implementation of the legacy systems technical refresh programs will not undergo further modernization. HQ AFMC systems will not achieve existing AF and DoD system architectural requirements, including but not limited to , DII/COE, and GCSS-AF. The DM Legacy systems will remain antiquated and unable to support the depot maintenance processes of the future.

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006 President's Budget					
Department of the Air Force Depot Maintenance Feb 2005	Line Number: S97003 ECSS						Activity Identification AFMC					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
ECSS							1	56000	56000	1	54250	54250

Narrative Justification: The ECSS program will entail acquiring and implementing a core Commercial Off-The-Shelf (COTS) Enterprise Resource Planning (ERP) package and where performance goals dictate selected COTS applications for specialized business value areas. ECSS will replace (500+) legacy logistics Information Technology (IT) systems and enable the Air Force to meet its Logistics mission while supporting LogEA transformation efforts. The ECSS ERP solution will integrate nearly all logistics chain business functions to provide a network-centric view of the logistics enterprise from Supplier to Customer. The ECSS will be fully compliant with architectural standards and guidelines at the Federal, Department of Defense (DoD), and AF levels. To take full advantage of the ERP's industry best logistics chain practices and processes, the ECSS will involve significant Business Process Reengineering (BPR), change management and training across the AF logistics domain.

The gradual deterioration in the AF warfighter's capability is the end result of numerous deficiencies, most of which relate to ineffective and inefficient business processes/practices, IT architectures, and integration plans/mechanisms. Additionally, the AF logistics environment had many disparate initiatives underway to address these concerns, but many of these initiatives did not share common goals or did not satisfy all of the bureau's and agency's strategic goals. Specifically, planning functions are currently decentralized, fragmented, inconsistent, reactive and are not coupled with execution activities; IT systems are fragmented and uncoordinated; business processes are executing without regard to functions or organizations; visibility of assets and maintenance capabilities are disjointed in varying degrees depending on the horizontal (commodities) or vertical (organizational echelons) tiers being considered; and supplier relationships and collaboration have been deficient and ineffective. These causal factors have rendered a logistics system that is not Customer focused.

Impact if not provided: Without funding, ECSS will not be able to support the LogEA CONOPS and the Expeditionary Logistics in the 21st Century ("Log21) vision.

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006 President's Budget					
Department of the Air Force Depot Maintenance **Feb 2005**	**Line Number: S97002 DMAPS Development/Implementation**						Activity Identification **AFMC**					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Depot Maintenance Accounting and Production System (DMAPS) Development/Implementation	1	6800	6800	1	6800	6800	1	3400	3400	1	3400	3400

Narrative Justification: The Depot Maintenance Accounting and Production System supports the multi-billion dollar organic depot maintenance functional area at the three Air Logistics Centers. Organic depot maintenance repairs systems and spare parts ensure readiness in peacetime and provide sustainment for combat forces in wartime. DMAPS provides better management information, and a standardized material and financial management system. The total amount spent to date on DMAPS is $179.9M. To provide efficient cost for common systems across the Department of Defense, the DMAPS Program uses a suite of existing Government-Off-The-Shelf data systems, (also used by the Navy and Marine Corps) Defense Industrial Financial Management System, Naval Air Systems Command Industrial Material Management System, Automated Bill of Material, and Time and Attendance. To integrate these systems with the Legacy environment and eliminate over 200 interfaces, DMAPS includes the Air Force Materiel Command Integration Engine. Production deployment was completed during FY03 at all Air Logistics Centers, where over 22,000 employees use DMAPS to transact daily business. Finance deployment was completed in Oct 2003, when nine Legacy DM systems were shut down. Material deployment is now complete (FY04) while Tech Refresh is under way and will be completed by the end of FY04. With implementation of DMAPS, the Air Force has an integrated suite of systems for functional support to depot maintenance. The continued capital investment program supporting this quantum leap in capability provides for:

- Move closer to full compliance with the emerging, mandated architectural enhancements, such as the Global Combat Support System - Air Force and the Logistics Enterprise Architecture. This includes moving towards the use of the Air Force Knowledge Services (AFKS).
- Continue program leadership for program and acquisition management, program control, functional expertise (material, financial, production), configuration management, technical/engineering support, business management, and compliance. The above program profile includes inflation growth for this support.
- Provide DMAPS support of the Business Management Modernization Program, architectural improvements, Expeditionary Combat Support System (ECSS), and additional compliance and streamlining initiatives.
- Pursue additional Legacy DM replacements, and reduced operating cost, by absorbing functionality within DMAPS.

Impact if not provided:). Without the funding, DMAPS would not be able proceed with the mandated action to move toward GCSS-AF compliance nor would DMAPS be able pursue Air Force Portal access for all the capabilities. Also, without this funding the AFKS activities to make the DMAPS data available through AFKS through the rest of the enterprise would be delayed if not prohibited due to lack of funding for this effort. Depot Maintenance management will be adversely affected, (i.e., reduced ability to use actual labor hour accounting for product costing). The emerging ECSS could not be supported resulting in adverse impact on warfighter's support.

Activity Group Capital Investment Justification ($ in Thousands)							FY 2006 President's Budget					
Department of the Air Force Depot Maintenance Feb 2005	Line Number: M00000 Minor Construction						Activity Identification AFMC					
Element of Cost	FY2004			FY2005			FY2006			FY2007		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Minor Construction	4	Various	2000	7	Various	3400	7	Various	5000	5	Various	3000

Narrative Justification:
This category includes an array of minor construction projects that allows flexibility in adapting to new and changing workloads. Projects are small scale (costing between $100,000 and $750,000) and are designed, scheduled, and constructed in accordance with Air Logistic Centers' established priorities. These projects support the depot maintenance mission requirements, correct safety and health problems; improve productivity through quality of life improvement projects and support office and work space reorganizations. These projects also provide construction required to install needed mission essential equipment.

Impact if not provided:
The flexibility to provide minor construction to meet mission objectives would be severely hampered.

Capital Budget Summary

Air Force Working Capital Fund

AF Information Services Activity Group

FUND9A
(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007 Budget Estimates
February 2005

Item Description	FY 2004 Qty	FY 2004 Tot Cost	FY 2005 Qty	FY 2005 Tot Cost
EQUIPMENT	3	1.926	3	0.158
Replacement	2	1.326	1	0.100
IT Modernization Equip	0	0.000	0	0.000
Lan Upgrade Eqp	1	0.075	1	0.100
System Furniture	1	1.251	0	0.000
New Mission	1	0.600	2	0.058
GCSS Pro Platform	0	0.000	1	0.050
ITAC Infra	0	0.000	1	0.008
UPS	1	0.600	0	0.000
ADPE & TELECOM	5	3.472	7	3.602
Collaborative Work Environment (CWE)	0	0.000	1	0.067
Emerging Technolo	1	0.148	1	0.131
Enterprise Data/Server Platform System	0	0.000	1	0.826
Enterprise Database Server Clustering/Sys. Tech R	0	0.000	0	0.000
GCSS Proto Platform	1	0.148	1	0.141
ITAC Infrastruct	1	0.840	1	0.650
LAN Upgrade	1	1.194	1	0.880
Test Lab Inf Upgd	1	1.142	1	0.907
SOFTWARE DEVELOPMENT	9	3.142	8	3.971
Externally Developed	9	3.142	8	3.971
Collaborative Work Environment	1	0.966	1	1.393
Emerging Technologies	0	0.000	1	0.035
Enterprise Cube	1	0.055	1	0.455
Enterprise Data Server Platform System	0	0.000	1	0.710
FM Toolkit/ERP	1	0.290	0	0.000
GCSS Prot Platform	0	0.000	1	0.026
Information System Management Tool	1	0.340	0	0.000
IT Modernization Software	0	0.000	0	0.000
ITAC Infras	0	0.000	1	0.200
LAN Upgrade SW	1	0.707	1	0.652
Metadata Repository	1	0.184	0	0.000
Operating Software & Office Auto. Software Replace	1	0.000	0	0.000
Software Dev Tool	1	0.195	1	0.500
Spectrum	1	0.405	0	0.000
MINOR CONSTRUCTION	0	0.000	1	0.355
Bldg 856 Generator	0	0.000	1	0.355
Bldg 868 Addition	0	0.000	0	0.000
Total	17	8.540	19	8.086

Capital Budget Input Report

Air Force Working Capital Fund
Information Services Activity Group
Materiel Systems Group

FUND9B
(Dollars in Millions)

Fiscal Year (FY) 2006/FY 2007 Budget Estimates
February 2005

Item Name: Collaborative Work Environment

Item Description: Collaborative Work Environment enhance

Capital Category: Software Development (Externally developed)

2004 AC			2005 AP		
Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost
1	0.966	0.966	1	1.393	1.393

Item Justification/Impact if Not Provided:

1) Description and Purpose:

The AFMC CIO has approved, mandated and provided MSG/MM with a Life-cycle Information Software Solutions Plus (LISS+) Requirements Specification. The MSG has developed and implemented CWE in response to that requirement, based in part, on the Livelink web application product by Open Text Corp. To fully exploit this capability, additional Livelink and third party add-on modules must be acquired, installed, and trained. Additionally, system infrastructure improvements are recommended for increased availability and reliability. As the additional improvements are added to the existing baseline, compliance with AF requirements will be essential. Finally, the MSG CWE needs to collaborate with other AF locations. At present, the MSG CWE meets 50% of the LISS+ software functionality. The MSG goal for CWE is 100% of the software applications requirement. A CWE configuration management program and draft procedures have been developed and are being followed. The plan is attached to this economic analysis.

2) Current Deficiency/Problem and How it is solved:

The Materiel Systems Group made a commitment to the development and implementation of a Collaborative Work Environment in 1999. Since then the software has been purchased, the staff trained, and nearly 90 gigabytes of data have been moved from shared drives to a searchable database. This pioneering effort is leading the Air Force's selection and ultimate implementation of this same technology enterprise wide. If additional funds are not provided to continue enhancing the CWE and to leverage these emerging technologies, the MSG will lose the opportunity to continue in its leadership role.

3) Alternatives Considered:

Alternative 1 - Status Quo: Grow the MSG CWE capability to support 100% of the required software applications that are listed in the Background section of this document.

Alternative 2 - Implement the selected Air Force Enterprise Information Management (EIM) solution. In this alternative, MSG instance will reside on the GCSS-AF framework. The MSG has already incurred the initial license investment for Open Text Livelink product through its current implementation. However, if another vendor's product is selected, new licenses will be required. The CWE team would evolve into an implementation, change management, business process automation, and training team that would seek to implement this Air Force solution.

4) Impact if not Acquired:

While the status quo alternative will provide the MSG with a sound basis for their transition from CDA to an acquisition organization, the EIM alternative is the better solution. The EIM alternative extends the benefits of the CWE to the entire Air Force; document management, collaboration, and the resulting efficiencies are therefore extended from MSG internal only to Air Force enterprise wide.

5) Regulatory Implications:

The following documents specifically drive the requirement for the CWE:
a.Public Law 105-277, The Government Paperwork Elimination Act of 1998.
b.AF Instruction 33-322, Records Management Program.
c.AFMC Information Management Business Area Strategic Plan, 16 Sep 1999.
d.Business Case Analysis, Electronic Workflow, Document, and Records Management, HQ AFCA/ITCS, 16 Aug 2000.
e.LISS Plus Requirements Specification, HQ AFMC/SCP, 1.0, February 9, 2001

Activity Group Capital Investment Justification ($ In millions)				Fiscal Year (FY) 2006 Presidential Budget
Department of the Air Force Information Services February 2005	**Line Number: Equipment $100K to 499K**			Activity Identification **AFMC**
Element of Cost	FY2005			
	Qty	Unit Cost	Total Cost	
Various Equipment $100K to $499K	10	Various	1.56	

Narrative Justification:
This category includes an array of minor projects that allows flexibility in adapting to new and changing workloads. Projects are of smaller scale (costing between $100,000 and $499,999) and are designed, scheduled, and installed in accordance with Air Logistic Centers' established priorities.

Impact if not provided:
The flexibility to execute minor projects to meet mission objectives would be severely hampered, reducing efficiency and effectiveness.

Activity Group Capital Investment Justification ($ In millions)				Fiscal Year (FY) 2006 Presidential Budget
Department of the Air Force Information Services February 2005	**Line Number: Equipment $500K to $999K**			Activity Identification **AFMC**
Element of Cost	FY2005			
	Qty	Unit Cost	Total Cost	
Various Equipment $500K to $999K	8	Various	5.133	

Narrative Justification:
This category includes an array of minor projects that allows flexibility in adapting to new and changing workloads. Projects are of smaller scale (costing between $500,000 and $999,999) and are designed, scheduled, and installed in accordance with Air Logistic Centers' established priorities.

Impact if not provided:
The flexibility to execute minor projects to meet mission objectives would be severely hampered, reducing efficiency and effectiveness.

AIR FORCE WORKING CAPITAL FUND
INFORMATION SERVICES ACTIVITY GROUP (ISAG)
Fiscal Year (FY) 98/FY99 Budget Estimates

FY	Approved Project	PB	Reprices	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation
	ADPE & Telecom						
04	LAN Upgrade HW	1.194	0.000	1.194	1.194	0.000	
04	Customer Support Enhancement	0.000	0.000	0.000	0.000	0.000	
04	Test Labs Infrastructure Support	1.329	(0.187)	1.142	1.142	0.000	Requirements change
04	ITAC Infrastructure	0.856	0.148	1.004	1.004	0.000	Requirements change
04	GCSS Prototype Platform	0.148	(0.148)	0.000	0.000	0.000	Requirements change
04	Enterprise Application Tools & Solutions Support	0.000	0.000	0.000	0.000	0.000	
04	Emerging Technologies	0.148	0.000	0.148	0.148	0.000	Requirements change
04	Enhancements to Collaborative Work Effort (CWE)	0.000	0.000	0.000	0.000	0.000	
04	Enterprise Cube (e-Cube)	0.000	0.000	0.000	0.000	0.000	
	Total	**3.677**	**(0.187)**	**3.490**	**3.490**	**0.000**	
	Software Development						
04	FM Toolkit	0.290	0.000	0.290	0.290	0.000	
04	LAN Upgrade SW	0.707	0.000	0.707	0.707	0.000	
04	SW Development Tools	0.764	(0.569)	0.195	0.195	0.000	Requirements change
04	Customer Support Enhancement	0.034	(0.034)	0.000	0.000	0.000	Requirements change
04	Operating Software and Office Automation	0.543	0.000	0.543	0.543	0.000	Requirements change
04	Enterprise Data Storage Solutions	0.000	0.000	0.000	0.000	0.000	
04	Spectrum	0.405	0.000	0.405	0.405	0.000	
04	ITAC Infrastructure	0.000	0.000	0.000	0.000	0.000	
04	GCSS Prototype Platform	0.000	0.000	0.000	0.000	0.000	
04	Enterprise Cube (e-Cube)	0.575	0.000	0.575	0.575	0.000	Requirements change
04	Enterprise Application Tools & Solutions Support	0.000	0.000	0.000	0.000	0.000	
04	Emerging Technologies	0.000	0.000	0.000	0.000	0.000	
04	Metadata Library (EOW)	0.184	0.000	0.184	0.184	0.000	
04	Information System Management Tool (ISMT)	0.340	0.000	0.340	0.340	0.000	
04	Enhancements to Collaborative Work Effort (CWE)	1.298	0.000	1.298	1.298	0.000	
	Total	**5.141**	**(0.603)**	**4.538**	**4.538**	**0.000**	
	Non-ADPE & Telecom						
04	Systems Furniture	1.153	0.098	1.251	1.251	0.000	Requirements change
04	LAN Upgrade Equip.	0.075	0.000	0.075	0.075	0.000	
04	UPS	0.520	0.080	0.600	0.600	0.000	Requirements change
04	Customer Support Enhancement	0.075	(0.075)	0.000	0.000	0.000	Requirements change
04	ITAC Infrastructure	0.000	0.000	0.000	0.000	0.000	
04	GCSS Prototype Platform	0.000	0.000	0.000	0.000	0.000	
	Total	**1.823**	**0.103**	**1.926**	**1.926**	**0.000**	
	FY04 Total	**10.641**	**(0.687)**	**9.954**	**9.954**	**0.000**	

FY	Approved Project	PB	Reprices	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation
	ADPE & Telecom						
05	LAN Upgrade HW	0.880	0.000	0.880	0.880	0.000	
05	Test Labs Infrastructure Support	0.907	0.000	0.907	0.907	0.000	
05	Emerging Technologies	0.131	0.039	0.168	0.168	0.000	
05	Enhancements to Collaborative Work Effort (CWE)	0.087	(0.087)	0.000	0.000	0.000	
05	Enterprise Data Storage Solution	0.528	(0.528)	0.000	0.000	0.000	
05	GCSS Prototype Platform	0.141	(0.141)	0.000	0.000	0.000	
05	ITAC Infrastructure	0.650	0.425	1.075	1.075	0.000	
05	Enterprise Data/Server Platform System	0.000	1.536	1.536	1.536	0.000	
	Total	**3.862**	**0.962**	**4.564**	**4.564**	**0.000**	
	Software Development						
05	LAN Upgrade SW	0.652	0.000	0.652	0.652	0.000	
05	SW Development Tools	0.500	0.000	0.500	0.500	0.000	
05	Emerging Technologies	0.035	(0.035)	0.000	0.000	0.000	
05	Enhancements to Collaborative Work Effort (CWE)	1.393	0.067	1.460	1.460	0.000	
05	Enterprise Data Storage Solution	0.710	(0.710)	0.000	0.000	0.000	
05	GCSS Prototype Platform	0.026	(0.026)	0.000	0.000	0.000	
05	ITAC Infrastructure	0.208	(0.208)	0.000	0.000	0.000	
05	Enterprise Cube (e-Cube)	0.455	0.000	0.455	0.455	0.000	
	Total	**3.971**	**(0.904)**	**3.067**	**3.067**	**0.000**	
	Non-ADPE & Telecom						
05	LAN Upgrade Equip	0.100	0.000	0.100	0.100	0.000	
05	GCSS Prototype Platform	0.050	(0.050)	0.000	0.000	0.000	
05	ITAC Infrastructure	0.008	(0.008)	0.000	0.000	0.000	
	Total	**0.158**	**(0.058)**	**0.100**	**0.100**	**0.000**	
	Minor Construction						
05	Generator Bldg 856	0.355	0.000	0.355	0.355	0.000	
	Total	**0.355**	**0.000**	**0.355**	**0.355**	**0.000**	
	FY05 Total	**8.385**	**(0.000)**	**8.086**	**8.086**	**0.000**	

Activity Group Capital Investment Summary
Component: United States Transportation Command
Activity Group: Transportation
Date: February 2005
($ in Millions)

Line Number	Item Description	FY 04		FY 05		FY 06		FY 07	
		Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
A.	Equipment								
A(1)	Replacement								
	Replacement Equipment- AMC		$0.4		$2.4		$2.4		$2.4
	Air Conditioning Filtration Equipment - SDDC		$0.3						
	Auxiliary Power Equipment - SDDC		$0.2						
	Hydraulic Crane, 25T - SDDC					1	$0.3		
	Patrol Boat - SDDC					1	$0.3		
	Rough Terrain Container Handler (RTCH) - SDDC	1	$0.5	1	$0.5				
	Tamping Machine - SDDC					1	$0.4		
	All Other Materiel Handling Equipment - SDDC	1	$0.2		$0.8				
A(2)	Productivity	0	$0.0	0	$0.0	0	$0.0	0	$0.0
A(3)	New Mission	0	$9.0	0	$0.0	0	$0.0	0	$0.0
A(4)	Environmental Compliance	0	$0.0	0	$0.0	0	$0.0	0	$0.0
	Subtotal		$10.6		$3.7		$3.4		$2.4
B.	ADPE & Telecomm								
	AMC C4S (DRSN)		$0.5		$0.0		$0.0		$0.0
	Automated Identification Technology (AIT) - SDDC		$1.1		$1.1		$1.2		$1.3
	Automated Information Technology (AIT) (AMC)		$2.6		$0.0		$0.0		$0.0
	Automated Transportation Data (AUTOSTRAD) 2000		$3.9		$4.2		$4.4		$4.1
	Cargo and Billing System (CAB)		$0.0		$0.2		$0.1		$0.0
	Cmd, Control, Comm, Computer Sys (C4S)		$0.0		$0.0		$0.0		$0.0
	Consolidated Air Mobility Planning System (CAMPS)		$0.7		$0.2		$0.2		$0.2
	Corporate Environment (CE)		$0.7		$0.0		$0.0		$0.0
	Customs Border Clearance		$0.1		$0.0		$0.0		$0.0
	Defend Systems & Networks		$0.0		$0.4		$0.3		$0.3
	Defense Enterprise Acctg & Mgmt Sys (DEAMS)		$0.0		$3.8		$3.0		$0.0
	Defense Personal Property System (DPS)		$4.5		$0.9		$0.1		$0.0
	Global Air Transportation Execution System (GATES)		$2.5		$2.9		$4.5		$0.2
	Global Command and Control System (GCCS)		$0.5		$0.0		$0.0		$0.0
	Global Decision Support System (GDSS)		$4.5		$5.1		$0.0		$0.0
	Global Surface Distribution Management (GSDM)		$1.6		$3.8		$2.4		$3.8
	Global Transportation Network (GTN)		$0.0		$0.1		$0.0		$0.0
	Global Transportation Network 21 (GTN 21)		$8.3		$12.0		$1.6		$1.8
	Infostructure		$1.2		$8.1		$14.6		$15.9
	Integrated Command, Control Communications (IC3)		$1.1		$2.2		$2.0		$1.8
	Integrated Computerized Deploy System (ICODES)		$0.2		$0.0		$0.2		$0.2
	Intelligent Road/Rail Information Server (IRRIS)		$0.0		$0.0		$0.0		$0.2
	Joint Mobility Control Group (JMCG)		$0.0		$0.2		$0.0		$0.0
	L-Band Satellite Communication (SATCOM)		$0.1		$0.0		$0.0		$0.0
	Local Area Network (USTRANSCOM LAN)		$1.2		$2.3		$10.0		$16.0
	Objective Wing Command Post (OWCP)		$0.7		$1.1		$0.0		$0.0
	Situational Awareness		$0.0		$0.3		$0.2		$0.2

Activity Group Capital Investment Summary
Component: United States Transportation Command
Activity Group: Transportation
Date: February 2005
($ in Millions)

Line Number	Item Description	FY 04		FY 05		FY 06		FY 07	
		Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
	Theater Deployable Comm (TDC)		$3.9		$2.2		$4.2		$2.0
	Transform/Enable IA Capabilities		$0.0		$1.3		$2.0		$1.7
	Wing Local Area Network (LAN) - AMC		$4.5		$5.0		$6.9		$6.2
	Worldwide Port System (WPS)		$0.7		$0.7		$0.5		$0.7
	Subtotal		$45.1		$58.1		$58.4		$56.6
C.	Software Development (Internally Developed)								
	Corporate Applications (CA)		$1.0		$1.5		$1.6		$1.6
	Corporate Environment (CE)		$3.8		$3.7		$3.5		$3.9
	Integrated Command, Control, Communications (IC3)		$2.0		$2.6		$2.4		$3.0
	Subtotal		$6.8		$7.8		$7.5		$8.5
D.	Software Development (Externally Developed)								
	$1,000,000 and Over								
	Advanced Computer Flight Plan (ACFP)		$2.9		$3.4		$0.1		$0.1
	Agile Transportation, 21st Century (AT 21)		$0.0		$4.6		$3.1		$8.8
	Airlift Svc Industrial Funds Integ Comp Serv (ASIFICS)		$0.6		$0.9		$0.0		$0.0
	Automated Identification Technology (AIT) - SDDC		$1.0		$1.0		$1.5		$1.4
	Automated Information Technology (AIT) (AMC)		$2.0		$0.0		$0.0		$0.0
	Automated Transportation Data (AUTOSTRAD) 2000		$1.0		$2.3		$2.6		$2.5
	Cargo and Billing System (CAB)		$0.5		$0.5		$0.5		$0.6
	Cmd, Control, Comm, Computer Sys (C4S)		$1.2		$0.0		$0.0		$0.0
	Commercial Ops Integ System (COINS)		$0.3		$0.3		$0.0		$0.0
	Consolidated Air Mobility Planning System (CAMPS)		$3.7		$5.1		$2.8		$3.1
	CONUS Freight Management (CFM)		$0.8		$0.0		$1.1		$1.2
	Core Automated Maintenance System (CAMS)		$2.8		$2.8		$2.9		$3.0
	Corporate Data Solution (CDS)		$0.0		$1.4		$3.3		$8.1
	Customs Border Clearance		$0.7		$1.0		$1.2		$0.5
	Defend Systems & Networks		$2.1		$0.7		$0.7		$0.7
	Defense Enterprise Acctg & Mgmt Sys (DEAMS)		$0.0		$11.2		$4.0		$2.5
	Defense Personal Property System (DPS)		$2.8		$4.9		$1.4		$1.1
	Global Air Transportation Execution System (GATES)		$6.3		$9.8		$10.0		$8.6
	Global Decision Support System (GDSS)		$13.5		$17.0		$15.6		$18.6
	Global Surface Distribution Management (GSDM)		$1.6		$1.5		$0.9		$1.3
	Global Trans Network 21 (GTN 21)/BDSS		$45.6		$41.4		$20.1		$5.7
	Infostructure		$0.0		$1.6		$1.5		$1.5
	Integrated Booking System (IBS)		$2.1		$2.0		$2.5		$2.8
	Integrated Computerized Deploy System (ICODES)		$0.4		$0.4		$0.3		$0.3
	Intelligent Road/Rail Information Server (IRRIS)		$2.3		$2.4		$2.3		$1.6
	Joint Mobility Control Group (JMCG)		$1.1		$0.3		$0.2		$0.2
	L-Bank Satellite Communications (SATCOM)		$0.2		$0.6		$0.6		$0.6
	Local Area Network (USTRANSCOM LAN)		$1.1		$1.1		$5.3		$1.2
	Logbook		$0.7		$0.5		$1.0		$0.9

Activity Group Capital Investment Summary
Component: United States Transportation Command
Activity Group: Transportation
Date: February 2005
($ in Millions)

Line Number	Item Description	FY 04		FY 05		FY 06		FY 07	
		Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
	Single Mobility System (SMS)		$2.1		$1.2		$1.3		$0.6
	Sit Awareness/Transfm/Enable IA Cap/Protect Info		$0.0		$2.0		$1.2		$1.2
	System Integration		$9.3		$9.7		$14.3		$15.8
	Transportation Financial Management System (TFMS)		$1.5		$1.7		$2.9		$2.3
	Transportation Modeling and Simulation (TMS)		$2.0		$3.8		$5.4		$5.2
	Trans Operational Pers Prop Standard Sys (TOPS)		$0.5		$0.5		$0.0		$0.0
	Worldwide Port System (WPS)		$2.6		$2.5		$3.2		$3.1
	Subtotal		$115.3		$140.1		$113.8		$105.1
E.	Minor Construction								
	Minor Construction- AMC		$10.2		$11.0		$10.0		$10.5
	Minor Construction - DCS	0	$0.0	1	$0.3	1	$0.3	1	$0.3
	Minor Construction-SDDC		$1.2		$1.1		$1.1		$1.0
	Subtotal		$11.4		$12.4		$11.4		$11.8
	Grand Total		$189.2		$222.1		$194.5		$184.4
	Total Capital Outlays	0	$182.9	0	$206.2	0	$201.5	0	$191.9
	Total Depreciation Expense	0	$195.5	0	$200.3	0	$219.2	0	$236.4

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005				C. Line No. & Item Description Equipment-AMC					D. Activity Identification HQ AMC, Scott AFB, IL			
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement			$404.0			$2,400.0			$2,400.0			$2,400.0
A(2) Productivity												
A(3) New Mission			$9,045.0			$0.0			$0.0			$0.0
A(4) Environmental Compliance												
Subtotal			$9,449.0			$2,400.0			$2,400.0			$2,400.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$9,449.0			$2,400.0			$2,400.0			$2,400.0

Narrative Justification:

Description: Funds are used to support Base Procured Investment Equipment items for flightline maintenance. FY04 funds are for Autonomous Landing Guidance (ALG), Deployable Cargo Screening (DCS), and Opportune Landing System (OLS). ALS: Currently Air Mobility Command (AMC) aircraft must rely on ground-based navigation sources to penetrate and land in limited visibility conditions. Ground-based navigational aides require advance placement of support personnel and equipment before runway operations can begin, and are limited to visibilities of 1/2 mile or greater. DCS: The objective of this Advanced Concept Technology Demonstration (ACTD) is to demonstrate military utility of a C-17 and C-5 transportable cargo screening system and associated operational concepts. This automated system will non-intrusively screen cargo and detect as little as one pound of concealed explosives. OLS: Will be an image processing unit that will include a graphical user interface to all the operators to select and modify variables (geographical coordinates, modes of operations, etc).

Mission Benefits: Funds allow for the procurement of one-time purchases from the bases to replace/procure new equipment. ALG will allow AMC to operate at airfields worldwide (both austere and established) and provide a weather look-through capability independent of ground-based equipment and personnel. DCS will allow AMC to detect one pound of explosive material in a standard 463L pallet (108 in x 88 in x 96 in). The Air Force Requirements Oversight Council (AFROC) approved this mission need on 29 June 2000. The cargo screening initiative supports Commander, United States Transportation Command (CDRUSTRANSCOM) Integrated Priority Listing (IPL) and is listed as a Material Handling Equipment deficiency in the Cargo and Passenger Handling Roadmap in the 2002 Air Mobility Strategic Plan. OLS: Will allow landing suitability determination to be made real-time (as an aircraft approaches a potential landing site). OLS offers AMC the ability to pick and choose where to conduct operations.

Economic Analysis: N/A

Impact: ALG: AMC has a validated requirement to operate (land, taxi, and takeoff) autonomously at airfields in near zero visibility conditions. Technologies (2D millimeter wave radar, forward looking infra-red, synthetic vision, etc.) exist that allow these operations without reliance on ground-based equipment and personnel. Lack of funding continues AMCs reliance on ground-based equipment and personnel. DCS: AMC currently has no technical capability to non-intrusively inspect cargo prior to air transport. It relies only on administrative procedures such as accepting cargo from only known and trusted sources and random physical searches. OLS offers the capability to use satellite imagery and remote sensors to perform soil analysis and provides information to aircrews.

Software: Not applicable

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date Surface Deployment and Distribution Command/Transportation/February 2005				C. Line No. & Item Description Equipment - SDDC						D. Activity Identification SDDC		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement			$1,200.0			$1,300.0			$1,000.0			$0.0
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$1,200.0			$1,300.0			$1,000.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$1,200.0			$1,300.0			$1,000.0			$0.0

Narrative Justification:

Description: The Military Ocean Terminal Sunny Point (MOTSU) is the premier Department of Defense (DOD) ammunition terminal and is considered a vital part of the strategic Continental United States (CONUS) power projection platform supporting warfighting commanders around the world. It is relied upon to maintain a high optempo consisting of ammunition resupply missions and preposition (prepo) operations.

Mission Benefits: Various types and categories of equipment are needed for operations and safety. Most of the equipment is scheduled for periodic replacement as service lives are reached and equipment wears out. Examples of programmed equipment for future years are container handling vehicles, a hydraulic crane, patrol boats, tamping machines, an excavator, and a fuel truck that General Service Agency (GSA) is not expected to provide.

FY04 executed funding for (1) annual replacement of a rough terrain container handler (RTCH) ($500K), (2) upgraded air filtration equipment ($300K), (3) additional power support equipment ($200K), and (4) Materiel Handling Equipment (MHE) ($200K) in support of the terminal mission.

FY05 includes the annual replacement of an RTCH ($500) and other MHE ($800K) requirements.

FY06 reflects the routine replacement of a 25-ton hydraulic crane ($300K), a patrol boat ($350K), and a tamping machine ($350K).

Impact: Failure to fund will adversely impact Surface Deployment and Distribution Command's ability to meet throughput requirements and support the warfighters.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005				C. Line No. & Item Description Advanced Computer Flight Plan (ACFP)								D. Activity Identification HQ AMC, Scott AFB, IL
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$2,880.0			$3,395.0			$137.0			$137.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$2,880.0			$3,395.0			$137.0			$137.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$2,880.0			$3,395.0			$137.0			$137.0

Narrative Justification:

Description: The Advanced Computer Flight Planning (ACFP) program supports the capability to rapidly produce the volume of flight plans required by the centralized flight planning and flight management functions within the Tanker Airlift Control Center (TACC). The program provides for automatic generation of routes based upon payload and time constraints. ACFP resides on Virtual Address Extension (VAX) Open Virtual Memory System (VMS) servers located at Scott AFB, Il. ACFP software is based upon a commercial off-the-shelf (COTS) flight planning engine. ACFP runs on both the Non-classified Internet Protocol Network and on classified connection to the TACC. Analysis continues with support from Electronic Systems Center (ESC) on future migration to the Joint Mission Planning System.

Mission Benefits: ACFP will provide foundation flight planning capabilities for inclusion in the Air Force (AF) flight planning systems. It also reduces the risk of flight planning/management failure by running on modern hardware, operating systems, and databases. It provides common interface to all Headquarters Air Mobility Command (HQ AMC) Command and Control (C2) systems requiring flight plan generation.

Economic Analysis: Only a sustainment review (SR) is required and was certified 12 Dec 04. The cost analysis on ACFP development was performed by the BLR Group and ESC/JMPS.

Impact: Operational impact if not funded will be the potential failure of HQ AMCs and United States Transportation Commands (USTRANSCOMs) premiere flight planning system that provides wind-optimized routes of flight to the warfighter. Without this capability, the flight managers will not be able to centrally file/dispatch flight plans for the thousands of Mobility Air Force missions. There will be an increased risk of information security threats to the system, as there are no software updates/patches being published for this antiquated operating system.

Software: Not applicable

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description Agile Transportation, AT 21					D. Activity Identification Staff			
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development						$4,580.0			$3,148.0			$8,836.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$4,580.0			$3,148.0			$8,836.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$0.0			$4,580.0			$3,148.0			$8,836.0

Narrative Justification:

Description: Agile Transportation for the 21st Century (AT21) is the primary United States Transportation Command (USTRANSCOM) supply chain management (SCM) program. It incorporates three functional areas: process control, data visualization, and optimization. AT21 will optimize controlled transportation processes by employing advanced, globally networked tools and techniques in every echelon of the Defense Distribution Process (DDP). Advanced customer interfaces will amplify commanders understanding of transportation bridge constraints, and accelerate optimal development and execution of force deployment and sustainment requirements.

Mission Benefits: AT21 will: (1) provide the capability to channel constrained requirements through a mode optimization tool that compiles and analyzes scheduling decision information (modal assets, weather, particular routing information, infrastructure data, etc.); (2) provide the capability to prudently allocate qualified movement requirements to sea or land transport in order to increase the availability of scarce airlift assets, reduce costs, and optimize mission critical movement requirements; (3) provide the capability to synchronize and optimize many DDP functions through unit level execution; and, (4) provide the capability to enhance DDP productivity and effectiveness through "deep collaboration", real-time interaction of key players working with live data from diverse perspectives. AT21 provides: (1) management of the DDP more effectively and efficiently in both peacetime and contingencies; (2) utilization optimization of transportation assets through knowledge-based mode selection and scheduling; (3) continuous visibility into asset management processes; (4) early customer notification of changes due to the dynamics of bottlenecks, missed transfers, and work-arounds; (5) reduced cost of DDP services by applying best commercial practices for asset management and service commitment; (6) improved quality of DDP customer service (responsiveness, flexibility, and visibility); and (7) USTRANSCOM a feasible transportation schedule/plan to a supported Combatant Commander within four hours of receiving deployment requirements.

Economic Analysis: The EA will be finalized by 1 March 2005 following receipt of the final Military Utility Assessment (MUA) Report in late January 2005.

Impact: Inability to provide the mission benefits stated above resulting in inefficient operation of the DDP.

Software: AT21 utilizes three major software suites: Manugistics, Yantra, and TransViz.

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005				C. Line No. & Item Description Airlift Svc Industrial Funds Integ Comp Serv (ASIFICS)						D. Activity Identification HQ AMC, Scott AFB IL		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$596.0			$924.0			$0 0			$0.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$596.0			$924.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$596.0			$924.0			$0.0			$0.0

Narrative Justification:

Description: The Airlift Service Industrial Fund Integrated Computer System (ASIFICS) serves as a Headquarters, Air Mobility Command (HQ AMC) automated financial accounting system to enable AMC to support the financial requirements associated with cargo and passenger airlift during contingencies, peacetime operations and exercises. The present program provides for data collection, customer billing, accounts receivable, accounts payable and reports to AMCs diverse airlift and transportation customers. ASIFICS is an enormous and integrated information system that is menu-driven. This system presently requires use of antiquated methods for accomplishing system modifications and upgrades needed to meet the changing Air Force Transportation Working Capital Fund (TWCF) requirements. The Department of Defense's (DODs) compliance and commercial standardization for ASIFICS by Joint Financial Management Improvement Plan, and the DOD Guide to Federal Requirements for Financial Management Systems (Bluebook) requires that the financial system be modernized to provide for effective control over system administration. In addition, the improvements should capture, maintain, and control reliable reporting and achieve an auditable statement of budgetary resources. The present system lacks the flexibility needed to support AMCs current and projected financial management requirements. Legacy system will be replaced in FY06.

Mission Benefits: The investment would provide for a more efficient, lower cost operation, with increased functionality in the movement of passengers and cargo over worldwide routes served by either DOD aircraft under control of AMC, or commercial aircraft under contract to and scheduled by AMC. It also supports United States Transportation Commands (USTRANSCOMs) Strategic Plan by improving the transportation financial billing systems and financial visibility.

Economic Analysis: An Economic Analysis was completed in February 2003 and developed 5 alternatives: status quo, enhanced status quo, commercial off-the-shelf (COTS), government off-the-shelf (GOTS), and new development. Although status quo has the lowest present value, this alternative would not provide any of the benefits that ASIFICS needs to ensure productivity; it also has the highest risk score. COTS generated the least amount of risk and is considered conservative.

Impact: The failure to implement ASIFICS will result in continued plights with information assurance, decision makers will not have reliable information needed to make decisions; and agencies may be faced with the inability to identify and resolve complex data quality undertakings for HQ AMC systems. This could result in misrouting of cargo, inadequate airlift, and delayed billing.

Software: NA.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005				C. Line No. & Item Description AMC-Command Control Comm & Computer Sys						D. Activity Identification HQ AMC, SCOTT AFB, IL		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$500.0									
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$500.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$500.0			$0.0			$0.0			$0.0

Narrative Justification:

Description: Air Mobility Command Command, Control, Communication and Computer System (C4S) is comprised of several efforts to improve AMC's Communications capability. Defense Red-Switch Network (DRSN) is a Defense Information Systems Agency-managed Department of Defense (DOD) critical command and control system supporting the National Command Authority. It is the most critical component of the Global Secure Voice System (GSVS). DRSN is a circuit-switched network that provides (1) integrated RED/BLACK (secure/non-secure) call origination/termination and (2) switching interoperable secure voice conferencing with both the tactical and the strategic communities, and (3) direct interoperability with other secure voice networks through secure interfaces. DRSN rides the Defense Information Systems Network (DISN) backbone to tie all networks together. DRSN switches are located at Unite States Transportation Command, Headquarters Air Mobility Command, 21st Air Force, and 15th Air Force.

Mission Benefits: Provides seamless interoperability of incoming and outgoing calls between USTRANSCOM DRSN switch and Future Narrowband Digital Terminals.

Economic Analysis: Completed Nov 03.

Impact: Without this upgrade, DRSN would not be able to communicate with Future Narrowband Digital Terminal devices.

Software: Not applicable.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005				C. Line No. & Item Description Automated Information Technology (AIT) - AMC								D. Activity Identification HQ AMC Scott AFB, IL
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$2,590.0			$0.0			$0.0			$0.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$2,590.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$2,034.0			$0.0			$0.0			$0.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$2,034.0			$0.0			$0 0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$4,624.0			$0.0			$0.0			$0.0

Narrative Justification:

Description: Automated Information Technology (AIT) is an important component of the Global Air Transportation Systems (GATES) and the L-Band Satellite Communications programs. It allows aerial port personnel to process cargo and passengers in the proximity of arrival points, departure points, and cargo build-up areas. AIT greatly reduces the aerial ports reliance on paper to update the system database. Starting in FY04, the AIT funding will be distributed to the GATES and L-Band programs.

Mission Benefits: AIT is an integral component of GATES. It ensures the timely movement of cargo and passengers by allowing the port personnel to work out the cargo/passengers in the warehouse and flightline, not in an office removed from their work. By producing and utilizing shipping labels and identification cards, data is captured without human input error in a more expeditious manner and eliminates the requirement to input data at each stop in the shipment path. In addition, producing the shipping labels/bag tags and boarding passes expedites the process at the destination location of the mission.

Economic Analysis: Not applicable

Impact: Installation of AIT for GATES would stop. This would require aerial ports utilizing unsecured wireless to lose the capability as deadlines have been given to get the unsecured wireless off the Air Force network and would cause the continued workload at additional locations which have been anticipating the installation of this tool. In addition, the fielding of the initial sites have generated many baseline change requests to improve and expand the current capabilities. These improvements would not be developed.

Software: Not applicable.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Surface Deployment and Distribution Command/Transportation/February 2005				C. Line No. & Item Description Automatic Identification Technology (AIT)- SDDC								D. Activity Identification SDDC
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$1,107.4			$1,139.0			$1,161.0			$1,290.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$1,107.4			$1,139.0			$1,161.0			$1,290.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$1,014.9			$976.0			$1,477.0			$1,397.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$1,014.9			$976.0			$1,477.0			$1,397.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$2,122.3			$2,115.0			$2,638.0			$2,687.0

Narrative Justification:

Description: Automatic Identification Technology (AIT) is a suite of technologies that enables the automatic capture of source data rapidly and accurately, and transfers the data to Automated Information System (AIS) with little or no human intervention. This will enhance the ability to identify, track documents, redirect and control deploying and redeploying forces, equipment, personnel and sustainment ammunition.

Mission Benefits: AIT will streamline the logistics process and enhance the Commanders (CDRs) warfighting capability by providing Intransit Visibility (ITV) of critical assets and personnel in the transportation pipeline. Surface Deployment Distribution Command (SDDC) will maximize augmentation kits worldwide and only implement fixed AIT solutions at selected sites. AIT capability will be provided at continental United States (CONUS) ports supporting use of mobile AIT force projection platforms as well as outside continental United States (OCONUS) permanent or contingency ports used for reception of forces during contingencies. AIT will be procured, configured, installed, and integrated with other components of the Department of Defense (DoD) infrastructure and interface with automated information systems.

Economic Analysis: Completed Life Cycle Cost Estimate (LCCE) July 2002.

Impact: Mission failure.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Surface Deployment and Distribution Command/Transportation/February 2005				C. Line No. & Item Description Automated Transportation Data 2000 (AUTOSTRAD)								D. Activity Identification SDDC
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$3,859.2			$4,200.0			$4,411.0			$4,056.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$3,859.2			$4,200.0			$4,411.0			$4,056.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$1,018.0			$2,300.0			$2,599.0			$2,533.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$1,018.0			$2,300.0			$2,599.0			$2,533.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$4,877.2			$6,500.0			$7,010.0			$6,589.0

Narrative Justification:

Description: the Automated Transportation Data (AUTOSTRAD) 2000 initiative maintains Military Surface Deployment and Distribution Commands (SDDCs) automation architecture in an Open System Environment (OSE) infrastructure. AUTOSTRAD 2000 provides the Information Mission Area (IMA) common-user utilities to support the SDDC population at large.

Mission Benefits: The program supports approximately 2,100 individuals at 52 locations worldwide, headquarters, 4 major subordinate commands and ports. It provides ongoing modernization of the underlying core of common-user utility functions such as: a common user open access data; mission systems; data access tools to allow the analytical staff access to all SDDC data and manipulate it as needed; optical storage commercial-off-the-shelf (COTS) automatic data processing (ADP) offering numerous retrieval advantages; compact disc read only memory (CD ROM) to replace hard copy library stacks with electronic library services; CD ROM based electronic preparation and forms printing; and video teleconferencing and low cost video information (VI) COTS. AUTOSTRAD 2000 provides Local Area Networks (LAN), communications backbone, communications infrastructure upgrades at ports and piers, radio replacements, web application for a common user interface to SDDCs board customer base, and contract support for unique requirements.

Economic Analysis: Life Cycle Cost Estimate (LCCE) October 2001.

Impact: Mission failure.

Software: Not applicable.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description Business Decision Support System (BDSS)						D. Activity Identification Staff		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support			$1,651.0			$0.0			$0.0			$0.0
Subtotal			$1,651.0			$0.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$1,651.0			$0.0			$0.0			$0.0

Narrative Justification:

Description: Business Decision Support System (BDSS) is an integrated mission-essential information technology (IT) system. The goal of the BDSS is to develop a data warehouse derived from existing transportation transaction data that will enable intermodal transportation decision analyses, historical review, and forecasting based on historical events and known projected events. Information within the BDSS data warehouse supports financial analysis conducted through the Transportation Financial Management System (TFMS). BDSS rolled into Global Transportation Network for the 21st Century (GTN 21) in FY05.

Mission Benefits: BDSS provides capability (not available in other Defense Transportation System (DTS) applications) to reach back into DTS databases to recall and analyze information on the performance of the DTS in supporting movement of personnel and materiel.

Economic Analysis: certified 26 Jun 02.

Impact: Loss of the capability provided by BDSS will result in the inability to electronically reach back for information on the performance of the DTS.

Software: No license fees apply.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Surface Deployment and Distribution Command/Transportation/February 2005				C. Line No. & Item Description Cargo and Billing System (CAB)								D. Activity Identification SDDC
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$0.0			$200.0			$78.0			$0.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$200.0			$78.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$508.0			$518.0			$528.0			$592.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$508.0			$518.0			$528.0			$592.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$508.0			$718.0			$606.0			$592.0

Narrative Justification:

Description: Cargo and Billing System (CAB), provides support for Military Surface Deployment and Distribution Commands (SDDCs) non-core financial business functions.

Mission Benefits: Provides functionality to enable editing of incoming transportation operational data, associated contract, and Defense Travel System (DTS) rates to produce cost and sales files, and fulfill inquiry and reporting requirements pertaining to all DTS ocean cargo movement and handling. Supports Transportation Financial Management System (TFMS) requirements.

Economic Analysis: Completed 24 October 2002.

Impact: Mission failure.

Software: Not applicable.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description USTRANSCOM-Command, Control Com & Computer					D. Activity Identification Staff			
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$0.0									
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$1,215.0									
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$1,215.0			$0.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$1,215.0			$0.0			$0.0			$0.0

Narrative Justification:

Description: United States Transportation Command (USTRANSCOM) Command, Control, Communications and Computer Systems (C4S) is comprised of program management, development and acquisition support that crosses all developmental programs within USTRANSCOM. This allows for more economical support by consolidating efforts, rather than each individual program incurring similar costs. Funding provides planning and design support for the implementation of BMC Patrol, a proactive software tool showing system availability. Funding also provides development of communications, security, policy, and information assurance.

Mission Benefits: Efforts encompassing several developmental programs have been consolidated to increase overall efficiency. Without this consideration, several developmental programs would individually fund for this capability. This would result in an overall increase in cost, and/or decreased outputs to each system.

Economic Analysis: Not applicable.

Impact: This funding allows the procurement of capability that crosses all development programs in USTRANSCOM. Without this flexibility, many of the programs would need to procure additional contractor support, which would drive up overall costs significantly.

Software: BMC Patrol

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005				C. Line No. & Item Description Commercial Operations Integrated System (COINS)								D. Activity Identification HQ AMC Scott AFB IL
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$291.0			$297.0			$0.0			$0.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$291.0			$297.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$291.0			$297.0			$0.0			$0.0

Narrative Justification.

Description: To augment Headquarters Air Mobility Commands (HQ AMCs) military airlift requirements, the Commercial Operations Integrated System (COINS) is used to prepare and execute contacting of commercial airlift services and commercial airlift accounting. This includes contract preparation for both Transportation Working Capital Fund (TWCF) and non-TWCF funded commercial airlift. The HQ AMC-unique, multi-user, on-line information system supports contracting, budgeting, and analysis functions necessary for the management of the augmentation program. Additionally, it provides a tool for negotiating and establishing HQ AMC uniform negotiated rates and rules for commercial airlift. COINS provides the capability to examine the history of all contract actions and produce statistical data.

Mission Benefits: The COINS (Web-based) program will be used by commercial air carriers to view airlift requests and then prepare/submit offers that satisfy those requests. COINS was originally set up to handle contact actions internally with AMC. Requirements and corresponding offers were handled by e-mail, phone, or fax to and from the vendors which had to be manually entered into the system. COINS will: be more efficient, cut down on the need for the government to enter carrier offer data into the system, and capture more information. COINS provides better customer service.

Economic Analysis: Only a Sustainment Review (SR) is required and certified 17 Nov 04. Program in sustainment mode after FY05. COINS database and application both reside on a central server. The database is being redesigned to achieve compliance with the United States Transportation Command (USTRANSCOM) Logical Data Model.

Impact: Critical Baseline Change Request (BCR) requirements on the legacy system and additional requirements for the COINS have impacted the schedule. Interruption of the software development will cause loss of continuity of the development and extensive delay in deployment. Failure to allocate sufficient funds will impact the completion of the migration effort to USTRANSCOM standards and to a web-based system. This will result in additional costs associated with competing the migration with reduced resources and at the same time maintain legacy system. Lengthy delays could impact the legacy system due to reduced vendor support and software incompatibility problems. USTRANSCOM's mandate for Defense Information Infrastructure Common Operating Environment (DII/COE), architecture compliance, and data standardization will be severely delayed.

Software: Oracle 9 Application Server.

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005				C. Line No. & Item Description Consolidated Air Mobility Planning System (CAMPS)						D. Activity Identification HQ AMC, Scott AFB, IL		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$663.0			$230.0			$235.0			$240.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$663.0			$230.0			$235.0			$240.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$3,757.0			$5,106.0			$2,746.0			$3,085.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$3,757.0			$5,106.0			$2,746.0			$3,085.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$4,420.0			$5,336.0			$2,981.0			$3,325.0

Narrative Justification:

Description: Headquarters Air Mobility Command (HQ AMC) requires an Integrated Command and Control (C2) system for planning, analysis, and scheduling of mobility assets in peacetime, crisis, contingency, and wartime. Existing legacy C2 systems were stove-piped and did not meet todays requirements to efficiently and rapidly support AMCs Global Reach mission requirements. The Consolidated Air Mobility Planning System (CAMPS) will meet the requirements of HQ AMC and its worldwide customers, supporting HQ AMC at Unclassified, Secret, and Top Secret levels. It runs in a client/server environment on Windows NT/2000 clients (migrating to XP), and includes migration to a Common Operating Environment (COE)/Network-Centric Enterprise Services compliant corporate environment.

Mission Benefits: CAMPS will provide AMC's mission planners and schedulers with the integrated, automated tools they require to analyze, plan, and schedule mobility missions to meet airlift and air refueling requirements. These tools will optimize the use of scarce Defense Transportation System (DTS) airlift assets by: reducing empty (or low) cargo weight missions; reducing the number of supplemental contract airlift required; providing timely and accurate contingency support through rapid and more efficient planning tools; improving asset tracking; and improving response to supported unified or combined command requirements. Additionally, this capability will be provided in a more secure, user-friendly, and integrated environment.

Economic Analysis: Economic Analysis was certified 9 Dec 04.

Impact: Without CAMPS, USTRANSCOM and joint worldwide customers would be unable to input or submit airlift and air refueling requirements, and would lose visibility of those scheduled missions. The Command would experience a major loss of capability to efficiently plan and schedule complex airlift and air refueling missions to meet real-world mobility and contingency requirements. In addition, planners would be unable to integrate automated decision support tools into the dynamic planning and scheduling process. AMC would be unable to improve and standardize integration and information flow to other C2 systems, increasing the potential for loss of critical C2 data and the inefficient or ineffective use of scarce DTS mobility resources, and even more supplemental contact expenditures will be made. Also, CAMPS would be unable to achieve USTRANSCOMs architecture goals and hardware maintenance costs would increase due to continued use of outdated hardware platforms.

Software: License fees are required for Oracle Database Management System (DBMS), Windows/ Sun operating system support, Rational ClearQuest, CPLEX, and SQR report writer.

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date Surface Deployment and Distribution Command/Transportation/February 2005				C. Line No. & Item Description CONUS Freight Management (CFM) System						D. Activity Identification SDDC		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$0.0			$0.0			$0.0			$0.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$763.7			$0.0			$1,105.0			$1,159.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$763.7			$0.0			$1,105.0			$1,159.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$763.7			$0.0			$1,105.0			$1,159.0

Narrative Justification:

Description: CONUS Freight Management (CFM) is a comprehensive freight management information system developed and managed by the Military Surface Deployment and Distribution Command (SDDC). It supports the SDDC mission by providing the traffic management system for Department of Defense (DOD) commercial freight transportation services. This complex mission involves over 800 shippers, 19,000 carrier tenders of service, and 2.3 million freight shipments annually.

Mission Benefits: The principle purposes of CFM are to provide prepayment audit support of carrier freight bills submitted to the Defense Finance and Accounting Service for payment; interface capabilities for 17 standard DoD information systems for Bills of Lading and Transportation Discrepancy Reporting via Electronic Data Interchange; provide shipment information of defense assets to include intransit visibility data between origin and destination in support of readiness; and provide an up to date centralized database of commercial carrier tenders of service accessible to all DoD users. The system is embarking on a revised operating concept that will significantly improve CFMs ability to meet its users technology enhancements. The electronic transportation acquisition (ETA) web portal provides DoD transportation officials a one touch resource for acquiring, tracking, receiving, purchasing, and reconciling transportation services. The system will provide high level data quality edits with instantaneous, in the clear error messages and the ability to determine total costs of shipment prior to shipment pickup by the carrier. It will utilize Electronic Commerce (EC) and Electronic Data Interchange (EDI) standards.

Economic Analysis: completed June 1998.

Impact: Mission failure.

Software. Not applicable.

Activity Group Capital Investment Justification ($ in Thousands)													A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005					C. Line No. & Item Description Core Automated Maintenance System (CAMS)								D. Activity Identification HQ AMC, Scott AFB, IL
	FY04			FY05			FY06			FY07			
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	
A. Equipment													
A(1) Replacement													
A(2) Productivity													
A(3) New Mission													
A(4) Environmental Compliance													
Subtotal			$0.0			$0.0			$0.0			$0.0	
B. ADPE/Telecomm													
B(1) Computer Hardware													
B(2) Computer Software													
B(3) Telecommunications													
B(3) Other Computer													
Subtotal			$0.0			$0.0			$0.0			$0.0	
C. Software Development													
C(1) Planning/Design			$200.0			$200.0			$0.0			$2,988.0	
C(2) System Development			$500.0			$500.0			$500.0			$0.0	
C(3) Deployment													
C(4) Mgt/Tech Support			$2,087.0			$2,145.0			$2,366.0				
Subtotal			$2,787.0			$2,845.0			$2,866.0			$2,988.0	
D. Minor Construction													
Subtotal			$0.0			$0.0			$0.0			$0.0	
TOTAL			$2,787.0			$2,845.0			$2,866.0			$2,988.0	

Narrative Justification:

Description: The Core Automated Maintenance System for Mobility (CAMS-FM/G081) is a maintenance system responsible for tracking all maintenance actions scheduled, in-progress, and completed. Connectivity is to 36 major stateside Air Mobility Command (AMC) wings and 13 enroute locations. CAMS-FM/G081 allows for faster and more accurate accomplishment of maintenance actions on the strategic airlift and tanker fleet.

Mission Benefits: CAMS-FM/G081 is HQ AMC's primary mission critical computer resource. It provides HQ AMC, the United States Transportation Command (USTRANSCOM), Tanker Airlift Control Center (TACC) and Air Force Leaders with worldwide visibility/availability of aircraft status and utilization data. The logistics command and control (C2) interface is with Command and Control Information Processing System (C2IPS), Global Decision Support System (GDSS), Mobility 2000, Global Transportation Network (GTN), and Reliability and Maintainability Management Information System (REMIS). It allows for faster and more accurate accomplishment of maintenance actions on the strategic airlift and tanker fleet. The capital investment funds are necessary to provide logistics infrastructure Local Area Network (LAN), client/server capability, move to an open environment, and support Broker. Funds also provide for continued enhancements of maintenance capabilities such as, reducing the weight of airlift and tanker aircraft by providing digital capabilities vice technical manuals as well as purchase flight line/In Support Of (ISO) wireless LAN/mobile terminals, remote access servers, bar-coding equipment, and graphical user interface software to enhance data entry into the system.

Economic Analysis: certified 18 Nov 04.

Impact: There will be loss of interface with GDSS, C2IPS, GTN, Standard Base Supply System (SBSS), REMIS, Comprehensive Engine Mgt Systems (CEMS), and Logistics Composite Module (LCOM). The capability to identify and allocate in-commission AMC aircraft by tapping one database will be lost. The aircraft availability increase (+8%) due to automated system use would be lost. The HQ USTRANSCOM, TACC, and mobility planners will not have central visibility of the status of AMCs worldwide fleet. The aircraft maintenance systems will not be logistically supportable. Finally, there will be no ability to implement the Department of Defense (DOD) directed joint Computer-Aided Acquisition and Logistics Support (CALS) which would impede integration with deploying Command and Control (C2) systems.

Software: Not applicable.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Military Sealift Command/Transportation/February 2005				C. Line No. & Item Description Corporate Applications (CA)						D. Activity Identification MSC		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$996.0			$1,542.0			$1,572.0			$1,602.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$996.0			$1,542.0			$1,572.0			$1,602.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$996.0			$1,542.0			$1,572.0			$1,602.0

Narrative Justification:

Corporate Applications (CA) includes support for systems integration, test implementation, documentation, and training as part of the Military Sealift Command (MSC) financial system.

Mission Benefits: Allows MSC to be compliant with Chief Financial Officer (CFO) requirements. MSC personnel have access to current financial data affecting all MSC programs.

Economic Analysis: Completed 15 Jan 03.

Impact: If not funded, MSC will not be in compliance with CFO requirements.

Software: N/A

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description Corporate Data Solution (CDS)								D. Activity Identification Staff
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment						$1,434.0			$3,268.0			$8,122.0
C(4) Mgt/Tech Support												
Subtotal			$0.0			$1,434.0			$3,268.0			$8,122.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$0.0			$1,434.0			$3,268.0			$8,122.0

Narrative Justification:

Description: The Corporate Data Solution (CDS) program will put into place the capabilities that enable a data architecture that supports the United States Transportation Commands (USTRANSCOMs) need for accurate and timely transformation of data into information and knowledge. The CDS will provide USTRANSCOM the capability to deploy the tools, resources, and leadership to create and maintain a standardized, integrated data environment, and enable it to scale with growth to meet increasing business needs. The CDS program will focus on implementation and enforcement of sound data management practices, management of corporate-level meta data, enabling impact analysis in support of enterprise change management, data quality initiatives, and knowledge management.

Mission Benefits: CDS will increase the effectiveness of Information Technology (IT) development and mission capability of USTRANSCOM, while decreasing overall costs.

Economic Analysis. certified December 2004. Based on the identified assumptions and resource requirements, the CDS alternative has a return on investment of 1.12 over the period of analysis (FY2004 through FY2016).

Impact. If not funded, status quo information management and IT development will continue. Current processes are cumbersome to manage, expensive to execute, and hinder USTRANSCOMs ability to meet Department of Defense (DoD) required data sharing capabilities.

Software: n/a

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date Military Sealift Command/Transportation/February 2005				C. Line No. & Item Description Corporate Environment (CE)						D. Activity Identification MSC		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$714.0									
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$714.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$3,797.0			$3,742.0			$3,522.0			$3,966.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$3,797.0			$3,742.0			$3,522.0			$3,966.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$4,511.0			$3,742.0			$3,522.0			$3,966.0

Narrative Justification:

Corporate Environment (CE) covers systems development, Local Area Network (LAN) requirements, Data Warehouse, and Continuity of Operations Plans (COOP.)

- LAN reflects implementation at all offices, area commands, and headquarters.
- Data Warehouse provides support for implementation of the Defense Transportation System (DTS). It will allow fast retrieval of data by users, managers, and staff.
- COOP provides redundant operating capability for Military Sealift Command (MSC) Corporate Data Center (MCDC) operations. This back-up site would be used in the event actual MCDC becomes nonfunctional.

Mission Benefits: Unclassified LAN delivers information technology to end-users desktop. No operational command within Department of Defense (DOD) can function properly without access to e-mail, office automation software tools, and other functionality delivered typically via a LAN. CE also allows connectivity and access to operational and administrative data to worldwide MSC sites.

Economic Analysis: Completed 15 Jan 03.

Impact: MSC will not have a common platform and access to a corporate database.

Software: N/A

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description Customs					D. Activity Identification Staff			
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$61.6									
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$61.6			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$699.4			$1,000.0			$1,196.0			$510.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$699.4			$1,000.0			$1,196.0			$510.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$761.0			$1,000.0			$1,196.0			$510.0

Narrative Justification:

Description: Customs ensures Department of Defense shipments move efficiently and expeditiously without unnecessary delays or additional costs imposed by customs/border clearance agencies, at home and abroad. Customs is applicable to passengers, cargo, major deployments/redeployments in conjunction with contingencies or exercises, shipments of personal property, and the assets on which these shipments are transported.

Mission Benefits: 1) Accurate and complete documentation, 2) positive control and feedback on the status of customs/border clearance actions (shipment status, time required to gain clearance, delay reasons, and associated costs), 3) automated source and ad-hoc report generation capability for customs/border clearance-related metrics data plus in-transit visibility graphics, 4) capability to create customs/border documents electronically, 5) capability to populate customs documents with information from service/agency or vendor shipper systems when shipments are tendered, 6) capability to capture related shipping documents (commercial bills of lading, carrier manifests, etc.), 7) capability to transmit (prior to actual shipment arrival) customs packages to ports of debarkation, including host nation customs authorities, and 8) capability to submit forms electronically and/or to print out the packages and submit them manually.

Economic Analysis: Economic analysis re-certified 5 January 2005.

1. Based upon the cost to process overseas shipment document transactions, a centrally managed Customs Clearance Automated Interface process delivers a significant per transaction savings over the current manual system.
2. A centrally managed web based customs automated solution could have a significant savings within DOD over keeping the status-quo manual process. The functional proponent and prototype contractors reviewed this solution/approach and determined it to be technically feasible.

Impact: USTRANSCOM will be handicapped in meeting mission requirements to ensure creation of shipping and customs forms ahead of shipment movement.

Software: License fees are projected for operating systems software not bundled with hardware acquisitions, ORACLE licenses not covered by the USTRANSCOM Enterprise Contract, and for proactive event management BMC Patrol software licenses.

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description Defend Systems and Networks						D. Activity Identification Staff		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$11.0			$425.0			$306.0			$312.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$11.0			$425.0			$306.0			$312.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support			$2,175.9			$697.0			$711.0			$724.0
Subtotal			$2,175.9			$697.0			$711.0			$724.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$2,186.9			$1,122.0			$1,017.0			$1,036.0

Narrative Justification:

Description: Supports Department of Defense Information Assurance Strategic Goal 2 (United States Transportation Command (USTRANSCOM) Priority#1): Defend Systems and Networks. Provide the tools, processes and personnel to defend USTRANSCOM systems and networks by recognizing and responding to threats, vulnerabilities, and deficiencies. Implement tools necessary to safeguard USTRANSCOM networks. Develop network security capabilities to protect, defend, report and analyze the security status of USTRANSCOM networks.

Mission Benefits: Improves system and network security through implementation of Information Protection hardware and procedures (firewalls, proxy servers, antivirus, intrusion detection, vulnerability assessment, etc.) and daily operation of information security systems.

Economic Analysis: Economic Analysis certified in November 2004. Alternative of acquiring engineering support, analysis tools, and hardware to develop a network security architecture was selected because the requirements for improving the information security posture of the Defense Transportation System could not be met by maintaining the status quo (not improving the network security capabilities) or leasing capabilities.

Impact: Failure to provide and improve network security architectures increases the vulnerability of USTRANSCOM and Transportation Component Command networks to electronic attack resulting in the loss of critical command and control functions.

Software: No license fees apply.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description Defense Enterprise Acctg & Mgmt Sys (DEAMS)						D. Activity Identification Staff		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$0.0			$3,800.0			$3,000.0			$0.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$3,800.0			$3,000.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$0.0			$8,400.0			$3,000.0			$500.0
C(3) Deployment												
C(4) Mgt/Tech Support			$0.0			$2,800.0			$1,000.0			$2,000.0
Subtotal			$0.0			$11,200.0			$4,000.0			$2,500.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$0.0			$15,000.0			$7,000.0			$2,500.0

Narrative Justification:

Description: United States Transportation Command (USTRANSCOM) is the lead in a joint program with Defense Finance and Accounting Service (DFAS) and United States Air Force (USAF) that will design, develop, integrate, test and implement the Defense Enterprise Accounting and Management System (DEAMS). It is the next step in modernizing USTRANSCOMs financial systems. It procures a commercial-off-the-shelf (COTS) financial system for Headquarters Air Mobility Command (AMC) to produce a system capable of expanding to other Major Commands and possibly other services. DEAMS will include, but will not be limited, to the following core accounting functions: funds control, accounts payable, accounts receivable, general ledger, purchasing, cost management, revenue, expense, property, plant and equipment (PP&E), and billing. DEAMS will interface, to the maximum extent practicable, with other automated information systems (AISs) such as travel, payroll, disbursing, and non-core accounting support systems that trigger financial events.

Mission Benefits: DEAMS will provide accurate cost data allowing managers to make informed decisions that contribute to improved operating efficiency and reduced rates. DEAMS will provide accurate and timely billing of Accounts Receivable (AR) reduction in aged AR balances, and timely realization of collections. DEAMS will provide pre-validation of obligations prior to payment to eliminate unmatched disbursements and overpayments. DEAMS will capture cost of ownership at organizational levels to include: full cost of project, business line, and costs to support Activity Based Costing (ABC). DEAMS will integrate many separate financial management systems into a single automated system that contributes to an environment that quickly and easily reacts to changes in business processes. DEAMS will also drive transformation in business processes and operations, enabling managers to better support the war-fighter.

Economic Analysis: Business Case Analysis was completed in May 2003 and was presented to the Business Management Modernization Program (BMMP).

Impact: Existing legacy system data fields do not use standard accounting codes (SACs) and data fields are not standard. Therefore, USTRANSCOM remains unable to meet the Chief Financial Officers (CFO) Act of 1990 which requires an annual submission of fully auditable CFO reports using SACs. USTRANSCOMs statutory financial management responsibility effectiveness continues to be severely diminished without high-level visibility of financial data to make informed decisions.

Software: Estimated licensing fee for FY05 is $800K.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Surface Deployment and Distribution Command/Transportation/February 2005				C. Line No. & Item Description Defense Personal Property System (DPS)								D. Activity Identification SDDC
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$4,500.0			$886.0			$116.0			$0.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$4,500.0			$886.0			$116.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$2,800.0			$4,870.0			$1,353.0			$1,074.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$2,800.0			$4,870.0			$1,353.0			$1,074.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$7,300.0			$5,756.0			$1,469.0			$1,074.0

Narrative Justification:

Description: The Defense Personal Property System (DPS) is a next generation, web-based, personal property shipment system which will replace the Transportation Operational Personal Property Standard System (TOPS).

Mission Benefits: Military Surface Deployment and Distribution Command (SDDC) manages the Department of Defense (DOD) $1.8 billion Personal Property Program and is responsible for moving over 600,000 shipments annually for the military services, DOD agencies, and the United States Coast Guard. SDDC requires a technology solution that will not only support the objectives of the current Personal Property program, but can also be modified to support the requirements of the Families First program.

Economic Analysis: Completed 8 January 2004.

Impact: Mission failure.

Software: Not applicable.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005				C. Line No. & Item Description Global Air Transportation Execution System (GATES)								D. Activity Identification HQ AMC, Scott AFB, IL
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$2,494.0			$2,850.0			$4,461.0			$226.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$2,494.0			$2,850.0			$4,461.0			$226.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$6,300.0			$9,772.0			$10,031.0			$8,571.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$6,300.0			$9,772.0			$10,031.0			$8,571.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$8,794.0			$12,622.0			$14,492.0			$8,797.0

Narrative Justification:

Description: The Global Air Transportation Execution System (GATES) directly supports Headquarters Air Mobility Command's (HQ AMCs) operations worldwide. HQ AMC, as the Department of Defense (DOD) single manager for airlift, requires timely and accurate information gathered from worldwide locations to plan, execute, and monitor multi-theater airlift. GATES provides the Tanker Airlift Control Center (TACC), HQ AMC, United States Transportation Command (USTRANSCOM) and other DOD government agencies with integrated functionality to deploy and sustain forces globally. GATES open environment is critical in achieving portability, reusability, and cost reductions for communications and computer systems.

Mission Benefits: GATES is a HQ AMC program developed to provide visibility of cargo and passenger assets moved by HQ AMC. It operates in an open system platform/environment utilizing UNIX Servers and Windows Personal Computer (PC) workstations. Applications software is currently being updated to meet the Defense Transportation System (DTS) architecture requirements for GATES to remain in concert with the HQ AMC and USTRANSCOM Command, Control, Communications and Computer (C4) Systems Master Plan as a command and control enhancer.

Economic Analysis: certified 1 Dec 04.

Impact: There would be a direct impact on warfighter readiness. The mobility mission is supported by the Air Force aerial ports which utilize new software development each year. Handheld terminal upgrades and fixes could not be done. In addition, migration to the USTRANSCOM Logical Data Model and other portal requirements supporting the TACC would not be accomplished. Requirements to develop Public Key Enabling (PKE) and Public Key Infrastructure (PKI) Certificates and Extensible Markup Language (XML) would also be affected. There are other sister services (i.e. Navy) which require other system configurations to fit into their architecture. Billing modernization changes would have to be put on hold until the transition is complete. The Airlift Service Industrial Fund Integrated Computer System (ASIFICS) changes without corresponding changes in GATES would result in incorrect billing, or result in data not flowing appropriately.

Software: Alcatel $28K; Movian $8K; F-Secure $40K; Sybase-licenses $944K; BRIO $18K; Rational $31K; Storeedge $25K; Togethersoft $32K; NetIQ $11K; TCC Radius $25K; Planet $45K; CE Fusion $8K; Sun Software $955K.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description Global Command & Control System (GCCS)								D. Activity Identification Staff
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$545.6									
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$545.6			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$545.6			$0.0			$0.0			$0.0

Narrative Justification:

Description: Global Command and Control System (GCCS) is an Office of the Secretary of Defense top-down directed program, managed by the Joint Staff/J3/J6. Provides command and control capabilities, communications, data retrieval, and "fused" data for decision makers at all levels, from the National Command Authority to Brigade-Level organizations. Allows United States Transportation Command (USTRANSCOM) and Combatant Commands (COCOMs) to interact and execute Operational Plans (OPLANS) for Department of Defense (DOD).

Mission Benefits: Provides information to all DOD regarding transportation, OPLANS, and the execution thereof.

Economic Analysis: N/A, centrally managed by Joint Staff, and the Program Office at Defense Information Systems Agency.

Impact: Failure to maintain and use the GCCS impacts transportation reporting, and therefore, decision making for all COCOMs, as well as all interested in DOD activities from the President of the United States on down. GCCS is also the source for data that USTRANSCOM uses to perform mandated functions such as feasibility study, assessment, and execution. If GCCS is not available to the current users at USTRANSCOM, then USTRANSCOM will not be able to meet its mandated reporting.

Software: No license fees paid through this program. All licenses provided by USTRANSCOM Executive Agency, United States Air Force, sources.

Activity Group Capital Investment Justification ($ in Thousands)											A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005				C. Line No. & Item Description Global Decision Support System (GDSS)							D. Activity Identification HQ AMC, Scott AFB, IL		
	FY04			FY05			FY06			FY07			
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	
A. Equipment													
A(1) Replacement													
A(2) Productivity													
A(3) New Mission													
A(4) Environmental Compliance													
Subtotal			$0.0			$0.0			$0.0			$0.0	
B. ADPE/Telecomm													
B(1) Computer Hardware			$4,551.0			$5,093.0			$0.0			$0.0	
B(2) Computer Software													
B(3) Telecommunications													
B(3) Other Computer													
Subtotal			$4,551.0			$5,093.0			$0.0			$0.0	
C. Software Development													
C(1) Planning/Design													
C(2) System Development			$12,577.0			$15,243.0			$15,631.0			$18,606.0	
C(3) Deployment													
C(4) Mgt/Tech Support			$875.0			$1,754.0			$0.0			$0.0	
Subtotal			$13,452.0			$16,997.0			$15,631.0			$18,606.0	
D. Minor Construction													
Subtotal			$0.0			$0.0			$0.0			$0.0	
TOTAL			$18,003.0			$22,090.0			$15,631.0			$18,606.0	

Narrative Justification:

Description: The Global Decision Support System (GDSS) is a major modernization and integration initiative to improve Headquarters Air Mobility Command (HQ AMC) command and control (C2) capability. The goal for GDSS is to provide a common operational view of air mobility information tailored to the specific needs of headquarters force-level controllers, wing-level command post personnel, operational support users, and deployed theater users. HQ AMC, as the Air Force component command of the United States Transportation Command (USTRANSCOM) and the Tanker Airlift Control Center (TACC) (AMCs execution agency), utilize the GDSS and its C2 system interfaces to provide global planning, scheduling, execution management, and monitoring of HQ AMC forces during peacetime and wartime operations. The global nature of HQ AMCs mission and its support requirements, coupled with providing USTRANSCOM adequate visibility of AMC activities, define HQ AMCs C2 requirements.

Mission Benefits: GDSS complies with the USTRANSCOM/HQ AMC enterprise architecture and logical data model development. This helps in future development and simplifies interfaces with other systems. The system reduces data integrity challenges caused by latency in transmission of data from Command and Control Information Processing Sytem (C2IPS) to GDSS due to present reliance on text messaging data exchange. Better data integrity will provide more accurate, dependable C2 data for decision makers, allowing better airlift and air refueling support to the warfighter. GDSS eliminates the inefficiency of separate stove-piped program management, development, and operations/support structures for each C2 program.

Economic Analysis: certified 4 Mar 04.

Impact: There will be significant reduction in capability to perform basic flight scheduling, decision making, and flight following for HQ AMC's Tanker Airlift Control Center (TACC) and other customers listed above. There will be loss of required cargo and intransit visibility interface. All other sites supported by GDSS will experience reduced capability to perform C2 of HQ AMC resources or access data, and the ability to identify and allocate HQ AMCs valuable resources will be significantly reduced.

Software: Software support maintenance license costs for FY05: $385K

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date Surface Deployment and Distribution Command/Transportation/February 2005				C. Line No. & Item Description Global Surface Distribution Management (GSDM)						D. Activity Identification SDDC		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$1,596.0			$3,636.0			$2,350.0			$3,798.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$1,596.0			$3,636.0			$2,350.0			$3,798.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$1,591.1			$1,596.0			$966.0			$1,316.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$1,591.1			$1,596.0			$966.0			$1,316.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$3,187.1			$5,432.0			$3,316.0			$5,114.0

Narrative Justification:

Description: The Global Surface Distribution Management (GSDM) program provides the facility, automated tools, and communications infrastructure to support the Military Surface Deployment and Distribution Command (SDDC) worldwide deployment and distribution mission in an austere environment. The Deployable Port Operations Center (DPOC) and Mobile Port Operations Center (MPOC) provide fully equipped, self-sustaining command and control port opening capability at surface locations where facilities for cargo documentation and processing, local long haul telecommunications, computer and office automation support are not available. A key focus of these deployable capabilities is to support reception, staging, onward movement, integration, sustainment, and redeployment of United States forces at military, common user, and contingency seaports worldwide. They are designed to support a variety of scenarios: limited/small scale operations and full scale/sustained operations. They are totally self-sustaining and independent of any host nation/theater facilities and services. In addition, the operational systems and Automatic Identification Technology/Radio Frequency Identification (AIT/RFID) capability provide intransit visibility of sustainment cargo and unit equipment moving through the transportation pipeline.

Mission Benefits: Supports the SDDC worldwide deployment and distribution mission in an austere environment.

Economic Analysis: Finalized Life Cycle Cost Estimate (LCCE) April 2003.

Impact: Mission failure.

Software: Not applicable.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description B(2)C(2) Global Transportation Network (GTN)								D. Activity Identification Staff
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software						$125.0						
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$125.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development						$0.0			$0.0			
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$0.0			$125.0			$0.0			$0.0

Narrative Justification:

Description: The Global Transportation Network (GTN) is the United States Transportation Command (USTRANSCOM) solution to provide a central, integrated source of accurate and timely transportation information to Defense Transportation System (DTS) planners, decision makers, and users through the World Wide Web. GTN provides in-transit visibility and Command and Control (C2) decision support functions, and collects, integrates and stores information from over 25 military and approximately 50 commercial systems that support the DTS mission. GTN provides the transportation module of Global Command and Control System (GCCS) and the transportation domain for GCCS. GTN provides near real-time visibility of global military movement of passengers, cargo, and patients during peacetime, wartime, and contingencies. GTN is the Department of Defense (DOD) authoritative source for in-transit visibility of unit and sustainment movement information. It provides C2 support to the Commanders in the field, Services, and other agencies associated with the DTS. However, GTN needs significant rework and technology refresh. On 26 Sep 03, the contract was awarded for GTN 21, which is the follow-on development to GTN. The plan is for minimal additional system development on the current GTN system. Funding requirements identified in FY04 and FY05 will allow for the prime contractor overhead support functions (Program Management, Systems Engineering, Contracting and Budgeting) and award fee based upon performance of projects already funded and under development. Sustainment of the current system is required until Initial Operational Capability (IOC) of GTN 21 is reached.

Mission Benefits: Mission relates directly to the USTRANSCOM Strategic Goals and Supporting Objectives which include Goal 4, "Implement the Defense Transportation System Enterprise Architecture to provide USTRANSCOM and its customers global access to decision quality transportation information" and Goal 4 6, "Provide interoperable, collaborative and cost effective Command, Control, Communication, and Computer (C4) functional applications that rapidly process data and produce decision quality information which satisfies the USTRANSCOM operational and customer requirements."

Economic Analysis: GTN Cost Benefit Analysis, March 1997, chose Alternative 2 based on its significant return on investment (ROI) and the enhanced warfighting support capability provided to operational end-users, which also extends to peacetime mission effectiveness. ROI was defined as Total Quantifiable Benefits (discounted) divided by Total Costs (Prior and Future Years); ROI for Alternative 2 was 385%.

Impact: GTN must be maintained until its replacement system, GTN 21, is operational. Lack of funding would cause degradation to the program and severe shortcomings in the Defense Transportation.

Software: N/A

Activity Group Capital Investment Justification ($ in Thousands)													A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description Global Transportation Network for the 21st Century (GTN 21)									D. Activity Identification Staff
	FY04			FY05			FY06			FY07			
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	
A. Equipment													
A(1) Replacement													
A(2) Productivity													
A(3) New Mission													
A(4) Environmental Compliance													
Subtotal			$0.0			$0.0			$0.0			$0.0	
B. ADPE/Telecomm													
B(1) Computer Hardware			$8,286.0			$12,116.0			$1,603.0			$1,841.0	
B(2) Computer Software													
B(3) Telecommunications													
B(3) Other Computer													
Subtotal			$8,286.0			$12,116.0			$1,603.0			$1,841.0	
C. Software Development													
C(1) Planning/Design			$507.0			$623.0			$425.0				
C(2) System Development			$38,762.5			$35,869.0			$14,470.0			$5,661.0	
C(3) Deployment													
C(4) Mgt/Tech Support			$4,687.0			$4,828.0			$5,190.0				
Subtotal			$43,956.5			$41,320.0			$20,085.0			$5,661.0	
D. Minor Construction													
Subtotal			$0.0			$0.0			$0.0			$0.0	
TOTAL			$52,242.5			$53,436.0			$21,688.0			$7,502.0	

Narrative Justification:

Description: The Global Transportation Network for the 21st Century (GTN 21) is the replacement system for the current operational Global Transportation Network (GTN) system. GTN is the United States Transportation Commands (USTRANSCOMs) primary tool to provide Intransit Visibility (ITV) to the air, land, and sea transportation for the Department of Defense (DOD), both in time of peace and in time of war through its Transportation Component Commands (TCCs)--Air Mobility Command (AMC), Military Surface Deployment and Distribution Command (SDDC), and Military Sealift Command (MSC). In addition, GTN 21 will integrate transportation information to support the Transportation Combatant Commander, Command and Control (C2) mission requirement for near real-time planning, directing, and controlling operations of assigned forces pursuant to global transportation management. The current GTN is becoming unsupportable, is experiencing technical obsolescence, and does not fully satisfy validated operational requirements. The GTN 21 design will use best commercial practices to ensure flexibility to adapt to future changing technology. GTN 21 will provide a web-based computer and communications infrastructure serving approximately 6,500 users from a central server location at Scott AFB IL. It will also present deployment-related data from both DOD and commercial systems to provide schedule, position, and transportation status data for cargo shipments and military personnel. As information is updated in over 23 independent military and commercial transportation tracking systems, relevant data will be automatically transmitted to GTN 21 and processed/presented to users. GTN 21 will receive, correlate, and organize the data to present a unified consistent view of cargo and passenger movement. GTN 21 will include a classified subsystem that stores and processes sensitive information which will be available to appropriately cleared users. It is envisioned that GTN 21 will also serve as the repository for much of DODs distribution data and expand its hardware and software requirements to meet additional DOD Distribution Process Owner capabilities. GTN 21 will be a key player in supporting distribution and supply initiatives across DOD. GTN 21 is an ACAT 1AC program. The Milestone Decision Authority (MDA) is Deputy Program Executive Officer for Command and Control GTN 21.

Mission Benefits: Mission relates directly to the USTRANSCOM Strategic Goals and Supporting Objectives which include Goal 4.0, "Implement the Defense Transportation System (DTS) Enterprise Architecture to provide USTRANSCOM and its customers global access to decision quality transportation information" and Goal 4.6, "Provide interoperable, collaborative, and cost effective C4 functional applications that rapidly process data and produce decision quality information which satisfies USTRANSCOM operational and customer requirement."

Economic Analysis: Economic Analysis (EA) dated 15 August 2002. AFCAIG accepted the EA as the Air Force position. Return on Investment (ROI) for GTN 21 (Alternative 3) was 321% compared to the status quo. Benefits included cost reduction of lease/rentals, reduced data storage and retrieval costs, reduced materiel losses, expanded capability, and reduced delay penalties (container detention and demurrage).

Impact: Program degradation results in severe shortcomings in DTS--jeopardizes "wholesale through retail/factory to foxhole" ITV required to DOD across the warfare spectrum.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description Infostructure					D. Activity Identification Staff			
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$1,170.3			$8,163.0			$14,545.0			$15,930.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$1,170.3			$8,163.0			$14,545.0			$15,930.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development						$1,500.0			$1,500.0			$1,500.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$1,500.0			$1,500.0			$1,500.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$1,170.3			$9,663.0			$16,045.0			$17,430.0

Narrative Justification:

Description: The Infostructure Program centrally procures information technology hardware, physically collocates applications and hardware, and logically consolidates certain software applications under United States Transportation Command (USTRANSCOM) purview. Associated efforts for testing/certification, Continuity of Operations (COOP) facilities, and infrastructure upgrades are also included. Infostructure also develops information technology (IT) solutions to rapidly meet gaps in distribution processes.

Mission Benefits: Reductions are anticipated resulting from collection of hardware to a Central Computing Facility and consolidation of applications on fewer members of hardware components. Reductions are also expected in cost of facilities as less and less space is required. Improvement of distribution systems. One of the most important benefits is the establishment of the COOP facility which will provide fail-over capability for more than 20 mission critical systems in the Defense Transportation Systems (DTS).

Economic Analysis: certified in December 2004.

Impact: Without the Infostructure program, COOP (fail-over for mission critical DTS systems) capability would not exist. The capability provides near-instant access to mission critical systems and their data in case of failure of the primary system.

Software: No license fees apply.

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date Surface Deployment and Distribution Command/Transportation/February 2005				C. Line No. & Item Description Integrated Booking System (IBS)						D. Activity Identification SDDC		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$0.0			$0.0			$0.0			$0.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$2,169.6			$2,000.0			$2,453.0			$2,746.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$2,169.6			$2,000.0			$2,453.0			$2,746.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$2,169.6			$2,000.0			$2,453.0			$2,746.0

Narrative Justification:

Description: The Integrated Booking System (IBS) is the lead execution system of the Defense Transportation System (DTS) for the global shipment of ocean cargo in support of all wars, major contingencies, and humanitarian relief operations where our military forces are deployed. The IBS consists of the following modules: Carrier Analysis and Rate Evaluation II (CARE II), Requirements Forecasting and Rate Evaluation (RF-RAM), IBS Prime (Unit, Sustainment, and Cargo Management), Commercial Sealift Solutions (CSS), Ocean Carrier Interface (OCI), Web Vessel Schedule, One-Time Only, Direct Booking, and electronic Shipper System (eSS) Modules.

Mission Benefits: IBS provides automated tools to support carrier contract requirement definition, rate and service solicitations and evaluation; input vessel schedules; book unit and sustainment cargo; produce shipment documentation; provide cargo offering and status information; produce payment and billing information; and provide in-transit visibility (ITV) information.

Economic Analysis: Sustainment review completed January 2005.

Impact: Mission failure.

Software: Not applicable.

Activity Group Capital Investment Justification ($ in Thousands)													A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Military Sealift Command/Transportation/February 2005				C. Line No. & Item Description Integrated Command, Control, Communications (IC3)									D. Activity Identification MSC
	FY04			FY05			FY06			FY07			
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	
A. Equipment													
A(1) Replacement													
A(2) Productivity													
A(3) New Mission													
A(4) Environmental Compliance													
Subtotal			$0.0			$0.0			$0.0			$0.0	
B. ADPE/Telecomm													
B(1) Computer Hardware			$1,109.0			$2,191.0			$2,037.0			$1,828.0	
B(2) Computer Software													
B(3) Telecommunications													
B(3) Other Computer													
Subtotal			$1,109.0			$2,191.0			$2,037.0			$1,828.0	
C. Software Development													
C(1) Planning/Design													
C(2) System Development			$2,046.0			$2,543.0			$2,434.0			$2,987.0	
C(3) Deployment													
C(4) Mgt/Tech Support													
Subtotal			$2,046.0			$2,543.0			$2,434.0			$2,987.0	
D. Minor Construction													
Subtotal			$0.0			$0.0			$0.0			$0.0	
TOTAL			$3,155.0			$4,734.0			$4,471.0			$4,815.0	

Narrative Justification:

Description: Integrated Command, Control, and Communications (IC3)is the Military Sealift Command (MSC) migration program to integrate systems and business processes from deliberate planning through execution in a common operating environment. IC3 will become an extension of the Global Command and Control System (GCCS) infrastructure allowing MSC to reduce redundancy in hardware, software, and communications while maintaining compatibility with Department of Defense (DOD), Department of the Navy (DON), and transportation migration initiatives. IC3 systems will interface with: USTRANSCOMs Global Transportation Network (GTN) to provide ship schedules, Joint Mobility Command Group (JMCG) to provide information for decision making, and Joint Flow and Analysis System for Transportation (JFAST) for execution and deliberate planning. IC3 will interface with joint systems such as Joint Planning and Execution System (JOPES) operating in GCCS for operations/exercise/contingency requirements and Surface Deployment and Distribution Command (SDDC) Worldwide Port System (WPS) or In-Transit Visibility (ITV) data.

IC3 also provides support for mobile command and control for standardized communications and client server infrastructure for data warehouse requirements, standardization, and readiness.

Mission Benefits: IC3 supports the readiness and operations of MSC and is MSCs single integration system in support of Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4SIR) for MSC Defense Transportation System (DTS) responsibilities. IC3 tracks all MSC sealift assets for ITV and feeds data to GTN in support of Total Asset Visibility (TAV).

Economic Analysis: Completed 15 Jan 03.

Impact: MSC would not be able to continue tracking sealift assets and ITV would be halted. Migration to integrate systems and business processes would also be impacted.

Software: N/A

Activity Group Capital Investment Justification ($ In Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Surface Deployment and Distribution Command/Transportation/February 2005				C. Line No. & Item Description Integrated Computerized Deployment System (ICODES)					D. Activity Identification			
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$200.0						$200.0			$199.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$200.0			$0.0			$200.0			$199.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$350.0			$352.0			$274.0			$286.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$350.0			$352.0			$274.0			$286.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$550.0			$352.0			$474.0			$485.0

Narrative Justification:

Description: The Integrated Computerized Deployment System (ICODES) is a joint decision-support system developed to assist users with planning and executing the loading and stowage of military cargo aboard military and commercial ships, rail cars, and trucks. ICODES integrates multiple expert systems, knowledge bases, databases, and graphical user interfaces within a computer-based distributed cooperative operational environment.

Mission Benefits: ICODES enables users to track cargo movements from the fort through the port, onto the ship for stowage, and into the port of debarkation. ICODES enables the joint community to easily produce, exchange, and interpret multimodal cargo movement plans and reports in a single software application. ICODES further assists users by providing higher quality alternative solutions to complex loading and discharge problems.

Economic Analysis: Completed 10 December 1997.

Impact: Mission failure.

Software: Not applicable.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Surface Deployment and Distribution Command/Transportation/February 2005				C. Line No. & Item Description Intelligent Road/Rail Information Server (IRRIS)								D. Activity Identification SDDC
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$0.0			$0.0			$0.0			$237.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$237.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$2,342.0			$2,385.0			$2,325.0			$1,615.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$2,342.0			$2,385.0			$2,325.0			$1,615.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$2,342.0			$2,385.0			$2,325.0			$1,852.0

Narrative Justification:

Description: The Intelligent Road/Rail Information Server (IRRIS) is a web-based tool providing information on characteristics and readiness of commercial highway, rail, and port deployment infrastructure. IRRIS integrated detailed surface transportation infrastructure data, real-time visualization tools, and near real-time carrier tracking of shipments to enhance carrier performance monitoring and evaluation. The system provides the real-time ability to track surface shipments on an extremely accurate spatial data background for both the Continental United States and Outside Continental United States (CONUS and OCONUS). IRRIS provides a single point of reference for worldwide surface shipment asset visibility/in-transit visibility and detailed transportation infrastructure information.

Mission Benefits: The overall mission area of IRRIS is to provide a single point of interface for worldwide spatial surface movement control, along with the detailed infrastructure information visually displayed supporting rapid deployment. IRRIS will become the front spatial presentation piece of the Global Transportation Network for the 21st Century (GTN21), therefore creating an environment to allow key government staff the real time and static information necessary for planning and execution to fulfill their mission.

Economic Analysis: Approved 2 May 2003.

Impact: Mission failure.

Software: Not applicable.

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description Joint Mobility Control Group (JMCG)						D. Activity Identification Staff		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$49.2			$200.0						
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$49.2			$200.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$1,056.8			$272.0			$175.0			$179.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$1,056.8			$272.0			$175.0			$179.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$1,106.0			$472.0			$175.0			$179.0

Narrative Justification:

Description: The Joint Mobility Control Group (JMCG) is the focal point to plan, optimize, and schedule Defense Transportation System (DTS) operations in support of Combatant Commanders and other customers. The members of this group are linked by an array of Command, Control, Communications, and Computer Systems (C4S) and manage total movement requirements while exercising command and control of assigned forces. JMCG support consists of various projects designed to apply the technologies needed to facilitate JMCG operations and promote the reengineering of DTS processes and systems. Current projects in the JMCG budget include Cooperative Deployment Planning Tools, Collaborative Tools, and the Knowledge Wall (KW).

Mission Benefits: The JMCG provides: (1) real time, multi-media, collaborative planning capabilities to DTS customers for the execution of deployment planning activities in a virtual work space, and links all organizations for real-time deployment and sustainment movement requirements coordination, movement status, and command and control decisions; (2) custom drill through reports to transportation specialists/management; graphical visualization of planning and scheduling command and control system data for the planning, execution, and overall management of DTS transportation movement requirements and operations; and (3) integration/automation of the visualization and display of operational data to improve executive decision-making/save time/increase collaboration based on available commercial technologies and existing command and control information systems to improve management of deployments, sustainment and, in time, the distribution process.

Economic Analysis: An Economic Analysis (EA) has not been performed for the JMCG, however, EAs have been completed for Cooperative Deployment Planning and Collaborative Tools. The JMCG is the operational arm of USTRANSCOMs command and control architecture and the organizational structure for reporting and tasking all transportation requirements within the Department of Defense.

Impact: Inability to provide the mission benefits stated above resulting in inefficient operations of the DTS.

Software: COGNOS, InfoWorkSpace (IWS), and the Defense Collaborative Tools Suite.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005				C. Line No. & Item Description L-Band Satellite Communications (SATCOM)								D. Activity Identification HQ AMC, Scott AFB, IL
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$117.0			$0.0			$0.0			$0.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$117.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$214.0			$584.0			$585.0			$645.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$214.0			$584.0			$585.0			$645.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$331.0			$584.0			$585.0			$645.0

Narrative Justification:

Description: L-Band Satellite Communication (SATCOM) system directly supports Headquarters Air Mobility Commands (HQ AMCs) operations worldwide. HQ AMC, as the Department of Defense (DOD) single manager for airlift, requires timely and accurate information gathered from worldwide locations to plan, execute and monitor multi-theater airlift. L-Band SATCOM provides a data interface, using International Maritime Satellite (INMARSAT) Aero-C capability, between aircrews (C-141, C-5, KC-10), Tanker Airlift Control Center (TACC), and Tanker Air Lift Control Elements (TALCE) with integrated functionality to deploy and sustain forces globally. Aircrews use an Air Force Mission Support System (AFMSS) laptop computer to send and receive e-mail-like messages while airborne, including limited passenger and cargo manifest information. Also, automatic position report updates are sent to the Global Decision Support System (GDSS) for airlift Command and Control (C2) information.

Mission Benefits: L-Band SATCOM program is developed to provide Command and Control (C2) of cargo and passenger assets moved by HQ AMC. It operates in an open system platform/environment utilizing Unix Servers and AFMSS laptops. Applications software is currently being updated to meet the Defense Transportation System (DTS) architecture requirements for L-Band SATCOM to remain in concert with HQ AMC and United States Transportation Command (USTRANSCOM), Control, Communications and Computer (C4) Systems Master Plan as a command and control enhancer.

Economic Analysis: certified 30 Nov 04.

Impact: A reduction will degrade the entire system by limiting hardware purchases, software upgrades/corrections, and system support. The result would be excessive system degradation and downtime which would eliminate the systems reliability from both TACC and aircrew perspectives. C2 connectivity will not move to the follow-on commercial SATCOM system projected for installation under the Global Air Traffic Management (GATM) program.

Software: F-Secure and Software.

Activity Group Capital Investment Justification ($ in Thousands)													A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description USTC Local Area Network (LAN)									D Activity Identification Staff
	FY04			FY05			FY06			FY07			
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	
A. Equipment													
A(1) Replacement													
A(2) Productivity													
A(3) New Mission													
A(4) Environmental Compliance													
Subtotal			$0.0			$0.0			$0.0			$0.0	
B. ADPE/Telecomm													
B(1) Computer Hardware			$1,148.2			$2,289.0			$10,001.0			$15,995.0	
B(2) Computer Software													
B(3) Telecommunications													
B(3) Other Computer													
Subtotal			$1,148.2			$2,289.0			$10,001.0			$15,995.0	
C. Software Development													
C(1) Planning/Design													
C(2) System Development			$1,079.1			$1,111.0			$5,294.0			$1,193.0	
C(3) Deployment													
C(4) Mgt/Tech Support													
Subtotal			$1,079.1			$1,111.0			$5,294.0			$1,193.0	
D. Minor Construction													
Subtotal			$0.0			$0.0			$0.0			$0.0	
TOTAL			$2,227.3			$3,400.0			$15,295.0			$17,188.0	

Narrative Justification:

Description: The United States Transportation Command (USTRANSCOM) Local Area Network (LAN) is a critical command and control (C2) system supporting the USTRANSCOM Commander and his staff. It is comprised of ~ 3200 distinct personal computers, ~ 370 servers, numerous routers, a multitude of switches and the hardware and software infrastructure comprising the classified and unclassified LANs at USTRANSCOM. The capability that USTRANSCOM LAN provides is so vital that local directives have been formalized limiting the downtime of the LAN and mandating restoration of operating capability within 4 hours of service interruption. The interruption of capabilities would lead to rapid degradation of C2 for all aspects of the Defense Transportation System (DTS). Gaps in reporting data would immediately affect the Commander, United States Transportation Commands (CDR USTRANSCOMs) decision cycle, crippling the ability of USTRANSCOM to accomplish its mission of managing Department of Defense transportation assets.

Mission Benefits: The USTRANSCOM Command and Control Information System is comprised of classified and unclassified LAN segments and Wide Area Network (WAN) connectivity with Transportation Component Commands (TCCs). LAN improvements are designed to support increasing performance and bandwidth. LAN upgrades include enhancing fiber optic installation, completing the transition from Asynchronous Transfer Mode to Gigabit Ethernet infrastructure, and diversity/redundant connection between USTRANSCOM LAN and Defense Information System Network WAN. Upgrades to the Storage Area Network are also planned and include adding diverse/replaceable storage media. Plans for Command Presentation Systems and Video Teleconferencing include sustainment and upgrade. Computer server infrastructure upgrades replace outdated/unsupportable hardware, and establishes minimum requirements to meet USTRANSCOM Enterprise Architecture. The DTS Theater LAN assessment project evaluates both unclassified and classified LANs but needs to be expanded to ensure successful achievement of proposed enhancements. This assessment also involves engineering to assess theater-centric baseline for Command, Control, Communications and Computer Systems available at worldwide DTS sites. (Note: For FY07, $10,990K of the total hardware budget is earmarked for supporting the network installation into the new addition to Bldg 1900).

Economic Analysis: sustainment review completed in November 2004.

Impact: USTRANSCOM and its components have not yet fully implemented Integrated Automated Data Processing systems thus requiring data to be manually manipulated for use by many applications. The need exists to change the information flow from reliance on isolated systems to an integrated approach to providing DTS users a single electronic environment that promotes global information sharing. The net result must be a standard tool suite for every user that facilitates the capability to effectively integrate the numerous DTS systems into an environment that enables information sharing to better support USTRANSCOMs mission needs.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description Logbook						D. Activity Identification Staff		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$654.9			$535.0			$965.0			$870.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$654.9			$535.0			$965.0			$870.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$654.9			$535.0			$965.0			$870.0

Narrative Justification:

Description: Logbook is an automated web-based information sharing tool developed to support United States Transportation Command (USTRANSCOM) operations. It is designed to manage time critical data which flows through command centers and is the primary information sharing tool between USTRANSCOM and its components. Logbook provides an information sharing method that permits concurrent commentary and iterative work on linked tasks. Logbook provides information to team members simultaneously, thus facilitating individual and team decision making.

Mission Benefits: Logbook is the primary record-copy command and control system within the Deployment and Distribution Operations Center (DDOC) and between the DDOC and the Transportation Component Commands (TCCs). This includes contingency/exercise report generation and publication, as well as automated information flow between DDOC shifts/positions and TCCs. Logbook replaces the green "Record" books used for station logs with automated logs capable of archived and speedy queries, and phone calls/emails with record-copy taskings, and suspenses both within USTRANSCOM and to the TCCs.

Economic Analysis: Sustainment review completed in January 2005.

Impact: Without this tool, USTRANSCOMs operations hub would resort to several "stubby pencil" tools previously used. For example, Logbook replaced the green "Record" books used for station logs with automated logs capable of archiving and speedy queries, and phone calls/emails with record-copy taskings and suspenses both within USTRANSCOM and to the TCCs. Without this collaborative tool, operators would spend several hours creating, coordinating and working tasks that now take just minutes. Additionally, other tools that perform similar functions do not provide the speedy archival search/retrieval capability that Logbook gives its users.

Software: No license fee applies.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005				C. Line No. & Item Description Objective Wing Command Post (OWCP)								D. Activity Identification HQ AMC, Scott AFB, IL
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$601.0			$1,008.0			$0.0			$0.0
B(2) Computer Software			$117.0			$117.0			$0.0			$0.0
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$718.0			$1,125.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$718.0			$1,125.0			$0.0			$0.0

Narrative Justification:

Description: The Objective Wing Command Post (OWCP) modernizes, enhances, and standardizes Command, Control, Communications, and Computer Systems (C4S) in Air Mobility Command (AMC) Command Posts (CP) and Air Mobility Control Centers (AMCC). These command and control units serve as the focal point for coordinating and controlling all actions required to prepare a Headquarters Air Mobility Command (HQ AMC) mission aircraft for departure, as well as maintenance, aerial port, and operational services for transient aircraft. The CP/AMCC support organizations responsible for airlift of cargo and passengers (including the President and members of the Cabinet), aerial refueling, and aeromedical evacuation. Includes two sub-programs: the Air Mobility Advanced Console System (AMACS) and the Closed Circuit Flightline Video (CCFV). The AMACS provides replacement of existing nonstandard consoles with a computerized branch exchange and touch screen devices that interface units to radio lines.

Mission Benefits: The OWCP includes two sub-programs: the AMACS is the management/mission monitoring, maintenance coordination, and operational reporting in support of the AMC Global Reach Mission and the CCFV is a surveillance system, with recording capability, to monitor flightline activities and provide security for loading of aircraft, and surveillance security while parked.

Economic Analysis: completed in FY00 and FY03.

Impact: OWCP will be completed in FY05. All bases will be supported by operating funding in FY06 and beyond.

Software: Not applicable.

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description Protect Information						D. Activity Identification Staff		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												$0.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support						$100.0			$102.0			$104.0
Subtotal			$0.0			$100.0			$102.0			$104.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$0.0			$100.0			$102.0			$104.0

Narrative Justification:

Description: Supports Department of Defense Information Assurance Strategic Goal 1 (United States Transportation Command (USTRANSCOM) Priority#4): Protect Information. Provides the tools, processes, and personnel to safeguard data (as information) as it is being created, used, modified, stored, moved, and destroyed within USTRANSCOM Implements tools to support cryptographic capabilities, identity and access management, and Public Key Infrastructure/biometric infrastructures.

Mission Benefits: Improved security of USTRANSCOMs mission information as it is being utilized throughout the Defense Travel System (DTS).

Economic Analysis: certified in November 2004. Alternative of acquiring engineering support, analysis tools, and hardware to develop a network security architecture was selected because the requirements for improving the information security posture of the DTS could not be met by maintaining the status quo (not improving the network security capabilities) or leasing capabilities.

Impact: Failure to protect network information increases the vulnerability of USTRANSCOM and Transportation Component Command networks to electronic attack resulting in the loss of critical command and control functions.

Software: No license fees apply.

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description Single Mobility System (SMS)						D. Activity Identification Staff		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$2,135.2			$1,229.0			$1,336.0			$644.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$2,135.2			$1,229.0			$1,336.0			$644.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$2,135.2			$1,229.0			$1,336.0			$644.0

Narrative Justification:

Description: Single Mobility System (SMS) is a planning tool that provides visibility of requirements and scheduled missions. SMS provides visibility of Special Assignment Airlift Mission (SAAM), Channel, Operational Support Airlift, contingency, exercise, Guard and Reserve missions and visibility of short-term Air Refueling, Denton, Opportune, SAAM, and Guard/Reserve requirements. It provides visibility of ship schedules, booked and manifested cargo, and port data. SMS also provides many decision support tools, such as cost calculators, a port locator, and station workload. In a Secret Internet Protocol Router Network environment, SMS provides Time-Phased Force Deployment Data analysis and force closure tools.

Mission Benefits: SMS provides United States Transportation Command (USTRANSCOM) and its customers a quick, web-based means of accessing transportation information in a user-friendly format. By fusing data from various systems, users can quickly compare planned, scheduled, and actual movement information. This is a vast improvement over the alternative of logging into various other transportation systems and looking for data, or performing independent queries as needed against the data warehouse.

Economic Analysis: Sustainment review was certified January 2003. Investment is through FY2007, and sustainment through FY2010.

Impact: Customers would be forced to query data from numerous transportation information systems to gather, compare, and report data as movements progress through the planning, scheduling and execution phases. Additionally, USTRANSCOM action officers would be forced back to "hunt and create" methods of building movement groupings, which are in turn tracked for feasibility analysis, tracking, and reporting.

Software: Fairplay software is shared by the Logbook and SMS programs and is paid for with operating funds.

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description Situational Awareness						D. Activity Identification Staff		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware						$354.0			$210.0			$239.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$354.0			$210.0			$239.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support						$547.0						
Subtotal			$0.0			$547.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$0.0			$901.0			$210.0			$239.0

Narrative Justification:

Description: Supports Department of Defense Information Assurance (IA) Strategic Goal 3 (United States Transportation Command (USTRANSCOM) Priority #3): Provides integrated Information Assurance Situational Awareness. Provides the situational awareness tools and processes to monitor and measure Command, Control, Communications and Control activities for network outages and vulnerabilities. Installs, operates, and refreshes Situational Awareness Information Technology systems for the monitoring of USTRANSCOM networks.

Mission Benefits: Provides improved Integrated IA Situational Awareness/IA Command and Control through 24x7 monitoring and reporting capabilities. Situational awareness also provides a proactive approach to computer and network assessment and response to outages and/or vulnerabilities, while providing decision tools necessary for coordinated actions.

Economic Analysis: certified in November 2004. Alternative of acquiring engineering support, analysis tools, and hardware to develop a network security architecture was selected because the requirements for improving the information security posture of the Defense Transportation System could not be met by maintaining the status quo (not improving the network security capabilities) or leasing capabilities.

Impact: Failure to provide and improve network security architectures increases the vulnerability of USTRANSCOM and Transportation Component Command networks to electronic attack resulting in the loss of critical command and control functions.

Software: No license fees apply.

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005				C. Line No. & Item Description System Integration						D. Activity Identification HQ AMC, Scott AFB, IL		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design			$4,265.0			$2,568.0			$7,000.0			$15,784.0
C(2) System Development			$4,812.0			$6,898.0			$7,330.0			$0.0
C(3) Deployment												
C(4) Mgt/Tech Support			$186.0			$210.0						
Subtotal			$9,263.0			$9,676.0			$14,330.0			$15,784.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$9,263.0			$9,676.0			$14,330.0			$15,784.0

Narrative Justification:

Description: The System Integration Program funds development and maintenance of operational and systems architectures and long-range plans; documents technical architectures for a global Air Mobility Command, Control, Communications and Computer (C4) system to include Intransit Visibility (ITV). These activities guide future enterprise systems development and ensures interoperability with the United States Transportation Command (USTRANSCOM) Defense Transportation System (DTS), Air Force (AF) Command and Control Intelligence Surveillance and Reconnaissance (C2SIR), Department of Defense (DOD) systems, and other agencies. The program manages interfaces for Headquarters Air Mobility Commands (HQ AMCs), current and planned, Command and Control (C2), Intel, Transportation, Logistics, and Financial system architectures. This includes HQ AMCs interfaces with the Global Transportation Network (GTN) and Theater Battle Management Core System (TBMCS). It funds analysis, design and development of the HQ AMC corporate data structure, and baselines of current systems and reengineering, in accordance with HQ AMC and USTRANSCOM Enterprise Architecture and applicable standards (DOD, AF, etc). It funds for the provision of an integrated architecture repository for the systems development life-cycle and interface performance metrics. The program plans for and transitions future technologies into C2 systems. It also leverages new technologies in communications (air and ground) and information systems to significantly enhance the ability of HQ AMC to plan, schedule, task, and execute mobility forces worldwide. It is a comprehensive HQ AMC C2 enterprise architecture modernization and integration project to improve processes, systems, and connectivity such as, velocity and throughput, combat capability, and effectiveness.

Mission Benefits: Systems Integration provides enterprise-level plans and architecture to HQ AMC C2 and ITV systems allowing for cost avoidance through integrated and standardized practices. It provides better system interfaces and system design bringing more accurate and timely data to decision makers across HQ AMC, the Air Force, the DOD, and other federal agencies. This allows for better management of resources (aircrews, aircraft, airspace, etc.) reducing the total numbers of assets required to meet the warfighters mission.

Economic Analysis: certified 24 Nov 04.

Impact: Non-integrated systems will deliver inaccurate and untimely information on the airlift and air refueling missions, jeopardizing communications for theater. HQ AMC risks not being interoperable with other Major Commands (MAJCOMS) in both the Air Force and DOD Data Standardization and Migration Programs. There would be no single roadmap for C2 integrating systems such as Global Decision Support System (GDSS), Consolidated Air Mobility Planning System (CAMPS), Advanced Computer Flight Plan (ACFP), and Global Air Transportation Execution System (GATES). Current C2 System deficiencies, such as data corruption and lack of interoperability, would remain.

Software: Not applicable.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005				C. Line No. & Item Description Theater Deployable Comm (TDC)								D. Activity Identification HQ AMC Scott AFB, IL
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications			$2,000.0						$0.0			$0.0
B(3) Other Computer			$1,886.0			$2,171.0			$4,201.0			$1,999.0
Subtotal			$3,886.0			$2,171.0			$4,201.0			$1,999.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$3,886.0			$2,171.0			$4,201.0			$1,999.0
Narrative Justification:												

Description: The Theater Deployable Communications (TDC) is the Air Force standard deployable infrastructure package. Each package consists of a high capacity, tri-band Super High Frequency satellite terminal and classified/unclassified data and voice communications capabilities for up to 1200 end users. TDC provides reachback which enables vital in-transit visibility (ITV) systems from deployed aerial ports to Tanker Airlift Control Center supporting Air Force and USTRANSCOM peacetime and wartime missions. TDC is a critical link in the Global Information Grid and enables all force modules of the Global Mobility Concept of Operations (CONOPS).

Mission Benefits: TDC is the direct response to meeting the stated mission need after Desert Storm. The primary purpose of TDC is to provide HQ AMC and United States Transportation Command (USTRANSCOM) with a complete, deployable, joint, interoperable, lightweight, modular, and high capacity data and voice messaging capability. TDC provides initial through sustaining bare-base communication requirements. A major component of TDC is the Flyaway Tri-Band Satellite Terminal (FTSAT) AN/USC-60A, which provides access to both the military (X-band) and commercial bands (C and Ku-bands) as needed. Additionally, TDC requires Commercial-Off-the-Shelf (COTS) and Non-Developmental Item (NDI) hardware and software for ease of integration, interoperability, and maintenance as stated in the deployable communications mission need and operational requirements document.

Economic Analysis: certified 2 Dec 04.

Impact: Inability to maintain readiness for deployment of critical communications reachback and bare-base infrastructure. Equipment must be maintained in standard, interoperable configurations to be deployed rapidly when required. Equipment that is not refreshed and upgraded is no longer usable in a joint environment and becomes unsupportable. Untrained operators would lack adequate training to operate equipment. Unreliable communications equipment could result in mission failure.

Software: Not applicable.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No & Item Description Transform / Enable IA Capabilities								D. Activity Identification Staff
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software						$1,271.0			$2,021.0			$1,677.0
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$1,271.0			$2,021.0			$1,677.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support						$1,276.0			$1,034.0			$1,094.0
Subtotal			$0.0			$1,276.0			$1,034.0			$1,094.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$0.0			$2,547.0			$3,055.0			$2,771.0

Narrative Justification:

Description: Supports Department of Defense Information Assurance (IA) Strategic Goal 4 (United States Transportation Command (USTRANSCOM) Priority#2): Transform and Enable Information Assurance Capabilities. Develops and transforms information assurance tools, processes, and network security architecture for USTRANSCOM. Ensures that IA is integrated and sustained throughout the lifecycle of all USTRANSCOM programs. Evaluates new systems to ensure USTRANSCOM security requirements are being met.

Mission Benefits: Transform and Enable Information Assurance Capabilities provides security engineering support for daily security operations, programs, and system / application security evaluations within USTRANSCOM.

Economic Analysis: certified in November 2004. Alternative of acquiring engineering support, analysis tools, and hardware to develop a network security architecture was selected because the requirements for improving the information security posture of the Defense Transportation System could not be met by maintaining the status quo (not improving the network security capabilities) or leasing capabilities.

Impact: Failure to provide and improve network security architectures increases the vulnerability of USTRANSCOM and Transportation Component Command networks to electronic attack resulting in the loss of critical command and control functions.

Software: No license fees apply.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget	
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005					C. Line No. & Item Description Transportation Financial Mgmt System (TFMS)							D. Activity Identification Staff	
	FY04			FY05			FY06			FY07			
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	
A. Equipment													
A(1) Replacement													
A(2) Productivity													
A(3) New Mission													
A(4) Environmental Compliance													
Subtotal			$0.0			$0.0			$0.0			$0.0	
B. ADPE/Telecomm													
B(1) Computer Hardware													
B(2) Computer Software													
B(3) Telecommunications													
B(3) Other Computer													
Subtotal			$0.0			$0.0			$0.0			$0.0	
C. Software Development													
C(1) Planning/Design													
C(2) System Development			$1,506.4			$1,683.0			$2,884.0			$2,269.0	
C(3) Deployment													
C(4) Mgt/Tech Support													
Subtotal			$1,506.4			$1,683.0			$2,884.0			$2,269.0	
D. Minor Construction													
Subtotal			$0.0			$0.0			$0.0			$0.0	
TOTAL			$1,506.4			$1,683.0			$2,884.0			$2,269.0	

Narrative Justification:

Description: The Transportation Financial Management System (TFMS) will provide a comprehensive set of integrated financial management tools for use by the United States Transportation Command (USTRANSCOM) Chief Financial Officer (CFO) to effectively monitor the financial health of the command. The proposed system will provide decision makers with the integrated data necessary to analyze and determine the financial efficiency of delivering transportation services. The capability to match revenue and cost for a selected transportation area will allow for more balanced, equitable rates, and ensure revenue generated is more closely aligned with the cost of operations. The project is designed to improve current accounting systems while developing an integrated management system for use by the Commander and CFO.

Mission Benefits: This investment will provide a single view of USTRANSCOM component financial information giving better efficiency in upward reporting. TFMS allows for an integrated and synergistic analysis of transportation financial data to improve the decision making process, and a better selection of the mode of transportation for warfighters.

Economic Analysis: Completion date 19 June 2002. Alternative 3, Hardware investment/maintenance covered by USTRANSCOM corporate data warehouse was chosen based on the alternative capability to fill functional requirements, and the integration of the solution to the overall Department of Defense (DOD) financial management solution. TFMS will realize cost avoidance by leveraging the USTRANSCOM corporate data warehouse. It will deliver value to its functional users by expediting current manual processes and by integrating component financial data.

Impact: Without funds for TFMS, USTRANSCOM will continue to use disparate financial systems failing to meet the shortcomings addressed in the DOD Inspector General report 98-205, Financial Management Practices in the Military Sealift Command, 15 September 1998, and the General Accounting Office report/National Security and International Affairs Division-006, Defense Transportation More Reliable Information Key to Manage Airlift Services More Efficiently, March 2000. Additionally, the lack of audit trails makes it nearly impossible to determine with any degree of certainty the current cash position of the Transportation Working Capital Fund. The lack of standardized fiscal code will preclude the integration of the three component commands.

Software: No software license.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date USTRANSCOM HQ/Transportation/February 2005				C. Line No. & Item Description Transportation & Modeling Simulation (TMS)								D. Activity Identification Staff
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$1,986.3			$3,846.0			$5,455.0			$5,152.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$1,986.3			$3,846.0			$5,455.0			$5,152.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$1,986.3			$3,846.0			$5,455.0			$5,152.0

Narrative Justification:

Description: Transportation Modeling and Simulation (TMS) is comprised of three modeling and simulation systems: the Analysis of Mobility Platform (AMP), the Joint Flow and Analysis System for Transportation (JFAST), and the Aerial Port of Debarkation (APOD) Model. AMP is an end-to-end transportation modeling shell to which models are added to obtain an end-to-end simulation of the Defense Transportation System (DTS). JFAST is a multi-modal transportation feasibility model used to forecast transportation requirements, perform course of action analysis, and build delivery profiles of personnel and equipment for deliberate, contingency, and exercise planning activities. The APOD Model is an analysis and decision support tool used to analyze an APOD or enrooted airfield in order to maximize the throughput with the minimum amount of transportation enablers (forklifts, fuels trucks, etc.) for United States Transportation Command (USTRANSCOM) peacetime and wartime missions.

Mission Benefits: These three modeling and simulation systems provide integrated, authoritative modeling, simulation, and analysis tools for effective and efficient war fighter power projection and containment planning, operations, and training.

Economic Analysis: The AMP Economic Analysis (EA), certified 22 November 2004, determined modification of the current system and tool (Alternative C) through the spiral software development process was the most viable option. The JFAST EA, certified 22 November 2004, determined modification of the current JFAST application (Alternative C) through the spiral software development process was the most viable option. The APOD Model EA, certified 22 November 2004, determined modification of the current system (Alternative C) through the spiral software development process was the most viable option.

Impact: Without this investment, USTRANSCOM will be unable to provide a Modeling and Simulation environment of interoperable, collaborative models and execution systems capable of providing accurate and consistent answers at the required breadth and depth of the DTS problem space.

Software: No license fees apply.

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Surface Deployment and Distribution Command/Transportation/February 2005					C. Line No. & Item Description Transportation Operational Personal Property Standard System (TOPS)							D. Activity Identification SDDC
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$0.0			$0.0			$0.0			$0.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$499.3			$498.0			$0.0			$0.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$499.3			$498.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$499.3			$498.0			$0.0			$0.0

Narrative Justification:

Description: Transportation Operational Personal Property Standard System (TOPS) is a multi-service system chartered by the Office of the Secretary of Defense (OSD). The Transportation Operational Personal Property Standard System (TOPS) automates and standardizes personal property movement, storage and movement functions for all Department of Defense (DOD) and Coast Guard Personal Property Shipping and Processing Offices worldwide (to include privately owned vehicles).

Mission Benefits: The Transportation Operational Property Standard System (TOPS) improves movement data tracking and response time. TOPS provides electronic transfer of shipment data, and ad hoc query, and management reporting. Provides financial data in Electronic Data Interchange (EDI) format to the Defense Finance and Accounting Service (DFAS) for carrier and agent payments.

Economic Analysis. Not applicable.

Impact. Mission failure.

Software: Not applicable.

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005				C. Line No. & Item Description Wing Local Area Network (LAN) -AMC						D. Activity Identification HQ AMC, Scott AFB, IL		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$4,527.0			$5,006.0			$6,935.0			$6,150.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$4,527.0			$5,006.0			$6,935.0			$6,150.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$4,527.0			$5,006.0			$6,935.0			$6,150.0

Narrative Justification:

Description: The Wing Local Area Network (Wing LAN) provides programmed resources to give bases standardized capabilities for greater interoperability within the command and units. The program provides all Headquarters Air Mobility Command (HQ AMC) users the ability to collect, retrieve, create, store, share, and present information electronically to improve personel effectiveness and efficiency. Wing LAN is a command-wide desktop computer-based electronic network designed to access both Command and Control (C2) information and office automation functions from one computer. It implements departmental (intra-building) Local Area Networks (LANs) and office information system capabilities, provides centralized management of software resources, provides computer hardware (servers and network interface hub equipment) and Network Operating System (NOS). The program also provides intra-building infrastructure, cabling, connectors, and ancillary equipment to complete network. Cross Flow Requirements: All systems and all commands/services and downward-directed systems such as Combat Information Transport System (CITS), Defense Management System (DMS), Global Command and Control System (GCCS), Global Decision Support System (GDSS), Command and Control Information Processing System (C2IPS), etc. Wing LAN supports the electronic mail system for information flow within and outside the command.

Mission Benefits: Wing LAN provides access to C2 systems, other hosts, and other systems. It builds an enhanced, robust, standardized, and reliable command-wide network capability throughout all HQ AMC bases to support implementation of the Department of Defense (DOD), United States Transportation Command (USTRANSCOM), and Air Force (AF) downward-directed systems like CITS, DMS, GCCS, GDSS, C2IPS, and Global Transportation Network (GTN). This includes intra-building, networking infrastructure, servers/gateways, file servers, communications servers, initial technical training, installation, and installation support for unclassified, classified, and Radio Frequency LAN connectivity. This program constantly reassesses the needs of the warfighter and obtains the necessary LAN infrastructure required to sustain current capabilities and implement new C2 systems. Wing LAN also constructs the common platform to improve collection, retrieval, creation, sharing, and reporting data electronically. It discourages units from piecing together LANs which result in disparate, non-standard systems to support the AMC airlift mission.

Economic Analysis: certified 13 Dec 04

Impact: The Wing LAN program provides access to many vital information systems and services. Without it, users cannot access electronic mail, worldwide web file sharing, C2IPS, GCCS, DMS, and base level data processing applications.

Software: Not applicable

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date Surface Deployment and Distribution Command/Transportation/February 2005				C. Line No. & Item Description Worldwide Port System (WPS)						D. Activity Identification SDDC		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$681.2			$642.0			$528.0			$678.0
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$681.2			$642.0			$528.0			$678.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$2,556.0			$2,500.0			$3,170.0			$3,131.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$2,556.0			$2,500.0			$3,170.0			$3,131.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$3,237.2			$3,142.0			$3,698.0			$3,809.0

Narrative Justification:

Description: Worldwide Port System (WPS) provides movement control support, and facilitates force development. WPS is an automated information system (AIS) initiative that meets Department of Defense (DOD) goals and requirements for water port management of common user cargo moving in the Defense Transportation System (DTS).

Mission Benefits: WPS is essential to rapid force projection and effective intransit visibility of unit and sustainment cargo. This program provides movement control in support of the Army Strategic Mobility Program (ASMP) initiated as the result of lessons learned from Desert Shield/Storm and Congressionally mandated Mobility Requirements Study (MRS). WPS supports SDDC ocean terminals, US Navy port activities and US Army Forces Command (US Army Reserve (USAR) Transportation Terminal Units and active component Automated Cargo Documentation Detachments) with worldwide war fighting support missions. Electronic Data Interchange (EDI) applications and Automatic Identification Technology (AIT) device will be integrated in WPS and will facilitate the cargo documentation process as the port

Economic Analysis: Sustainment review approved 30 Nov 2004.

Impact: Mission failure.

Software: Not applicable

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date Air Mobility Command/Transportation/February 2005				C. Line No. & Item Description Minor Construction- AMC						D. Activity Identification HQ AMC, Scott AFB, IL		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction			$10,185.0			$11,000.0			$10,000.0			$10,500.0
Subtotal			$10,185.0			$11,000.0			$10,000.0			$10,500.0
TOTAL			$10,185.0			$11,000.0			$10,000.0			$10,500.0

Narrative Justification:

Description: Minor Construction (MC), funds all minor construction work over $100K and less than $750K to rebuild new facilities or construct additions to existing facilities that qualify for TWCF funding.

Mission Benefits: The Air Mobility Command (AMC) TWCF Investment strategy is in line with the Department of Defense Transportation Vision for the Twenty-First Century. Its intent is to ensure sustainability and quality of life. One of the guiding principles requires us to invest in transportation programs, systems, and enhancements that support mobility requirements, assets visibility, and efficient transportation operations.

Economic Analysis: N/A

Impact: Funding cuts will impact our ability to support critical HQ AMC, 715 Air Mobility Operations Group (AMOG), and 721 AMOG requirements to enhance or improve mobility operations and provide adequate force protection through the construction of new facilities and additions in the Continental United States and en-route infrastructure. Reductions to this program will have a negative impact on our ability to provide seamless airlift from point of origin to destination, to provide quality customer service, and to bring our existing facilities up to AMC and Air Force standards. Many AMC TWCF facilities are old, inadequate facilities, far from meeting acceptable standards, especially at our en-route locations. Pavement requirements continue to grow for both new parking/loading/refueling areas and required improvements on deteriorating pavements resulting from heavy airlift use. Unfunded pavement requirements will result in limitations on AMCs ability to deliver passengers and cargo anywhere in the world. Passengers, troops, and valuable cargo and equipment will remain inadequately protected from terrorist threats. A multi-million dollar Materiel Handling Equipment (MHE) and Aerospace Ground Equipment (AGE) inventory will continue to be exposed to the elements causing the expected life-span of this high-priced equipment to rapidly deteriorate and will remain inadequately protected from terrorist threats.

Software: Not applicable

Exhibit Fund - 9B Activity Group Capital Investment Justification
Minor Construction (Atch)

Project Category	QTY	FY04	QTY	FY05	QTY	FY06	QTY	FY07
A/C Ground Equip (AGE) Storage	1	610	1	670	2	900	2	950
Aerial Delivery System	1	220	1	315	0	0	0	0
Aircraft Support Equip Storage Yards	0	0	1	250	0	0	1	300
Airfield Lighting	0	0	0	0	1	250	0	0
Air Freight Terminals	4	1,510	3	2,025	2	1,250	1	750
Air Passenger Terminal	1	700	2	1,306	2	500	2	1,200
Air Frt/Pax Terminals	0	0	1	0	1	350	0	0
Aircraft Maint Control Office	0	0	1	640	1	640	1	700
Apron Parking	2	525	0	0	1	355	0	400
Squadron Operations	1	700	0	0	0	0	1	600
Command Posts	0	0	0	450	0	0	0	0
Covered Materiel Handling Equip Storage	1	161	0	0	1	750	0	0
Cryogenics Facilities	2	1,400	0	0	0	0	0	0
Engine Maintenance		0	0	0	1	690	0	0
Vehicle Maintenance Shops	0	0	1	700	3	1,630	1	700
Forward Supply Locations	3	1,900	1	600	2	930	2	960
Water Fire Pump Station	1	0	1	550	0	0	0	0
General Purpose Maintenance Shops	0	0	2	880	0	0	1	684
Large Aircraft Maintenance Dock	1	0	1	400	0	0	1	450
Maintenance Hangers	1	200	0	0	0	0	1	700
Weighing Scale	0	0	0	0	0	255	0	0
Open Storage, Air Freight	1	714	1	714	0	0	1	700
Organizational Maint Shops	0	0	0	0	0	0	0	0
Rate Fluctuations/Change Orders/Design	75	1,545	75	1,500	75	1,500	75	1,406
Staging/Storage Yards	0	0	0	0	0	0	0	0
Total		10,185		11,000		10,000		10,500

Activity Group Capital Investment Justification ($ in Thousands)												A. Budget Submission FY06 Presidents Budget
B. Component/Activity/Date Defense Courier Service/Transportation/February 2005				C. Line No. & Item Description Minor Construction - DCS								D. Activity Identification DCS
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction		$0.0	$0.0	1	$300.0	$300.0	1	$300.0	$300.0	1	$300.0	$300.0
Subtotal			$0.0			$300.0			$300.0			$300.0
TOTAL			$0.0			$300.0			$300.0			$300.0

Narrative Justification:

FY 05 - Sub-Station Frankfurt: Build Sensitive Compartmental Information Facility in existing facility with Department of State
FY 06 - Renovation Colorado Springs: Contribute to renovation of new joint facility with Air Force Element/Courier Operations Group, Denver CO
FY 07 - Renovate DCSS - Yokota: Expand vault to meet mission requirments

Exhibit Fund - 9B Activity Group Capital Investment Justification
Minor Construction (Atch)

Project Category	QTY	FY04	QTY	FY05	QTY	FY06	QTY	FY07
Sub-Station Frankfurt			1	300				
Renovation Colorado Springs					1	300		
Renovate DCSS-Yokota							1	300
Total		0		300		300		300

Activity Group Capital Investment Justification ($ in Thousands)										A. Budget Submission FY06 Presidents Budget		
B. Component/Activity/Date Surface Deployment and Distribution Command/Transportation/February 2005				C. Line No. & Item Description Minor Construction						D. Activity Identification SDDC		
	FY04			FY05			FY06			FY07		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(3) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction			$1,200.0			$1,100.0			$1,100.0			$1,000.0
Subtotal			$1,200.0			$1,100.0			$1,100.0			$1,000.0
TOTAL			$1,200.0			$1,100.0			$1,100.0			$1,000.0

Narrative Justification:

Description: Minor Construction projects are currently scheduled for Military Ocean Terminal Sunny Point (MOTSU). MOTSU is the premier Department of Defense ammunition terminal and is considered a vital part of the strategic Continental United States (CONUS) power projection platform supporting warfighting Commanders around the world. It is relied upon to maintain a high optempo consisting of ammunition resupply missions, preposition operations, and Foreign Military Sales operations.

Mission Benefits: FY 04: MOTSU South Wharf required one (1) Navigation Aid Towers ($600K) to ensure safe efficient movement to and from the wharf. (2) MOTSU built a truck entrance inspection area ($500K) for operational safety. (3) Funds were increased ($100K) for Bahrain office space. The events of 9/11 have increased the security requirements and the inspection facility is necessary to meet them.

FY 05: Improve/expand Night Drop Pads ($710K). These pads ensure minimal delay in delivery of cargo. Install lightning protection system intermodal transfer area ($390) to comply with current safety regulations. The improvements will incorporate the latest safety features and increase productivity.

FY06: Improvements to the Series 200 container storage areas ($550K) will increase the safety and use ability of these ammunition container storage areas. The improvements will incorporate the latest safety features and increase productivity. Improvements to the Series 300 Ammunition Pads ($550K) will increase the safety productivity and efficiency of the terminal.

FY 07: Security Building Expansion ($600K) and Improvements to Fire Training Tower ($400K) are needed to improve MOTSUs security and safety posture.

Impact. Projects ensure continuous operations and support for the terminals important warfighting mission.

CAPITAL BUDGET EXECUTION
Component: United States Transportation Command
Activity Group: Transportation
Date: February 2005
($ in Millions)

FY	Approved Projects	FY05 PB Amount	Reprogs	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation
04	**Equipment except ADPE & Telecomm**	$10.8	($0.2)	$10.6	$10.6	$0.0	
04	Access Control System (HQ)	$0.8	($0.8)	$0.0	$0.0	$0.0	ACS system to be funded by 375AW
04	Materiel Handling Equipment - SDDC	$1.3	($0.1)	$1.2	$1.2	$0.0	
04	Replacement Equipment - AMC	$8.7	$0.7	$9.4	$9.4	$0.0	Reprog from MC to Transformation Tech programs
04	**ADPE & Telecomm**	$44.8	$0.3	$45.1	$45.1	$0.0	
04	AMC C4S (DRSN)	$0.0	$0.5	$0.5	$0.5	$0.0	CPRP approved increase to update the DRSN switch
04	Automated Identification Tech (AIT) - SDDC	$1.1	$0.0	$1.1	$1.1	$0.0	
04	Automated Information Technology (AIT)-AMC	$3.1	($0.5)	$2.6	$2.6	$0.0	Reprog to ACFP during CPRP cycle
04	Automated Transportation Data (AUTOSTRAD)	$4.3	($0.4)	$3.9	$3.9	$0.0	Reprogram to DPS
04	Cmd, Control, Comm, Computer Sys (C4S)	$0.0	$0.0	$0.0	$0.0	$0.0	
04	Consol Air Mobility Planning Sys (CAMPS)	$0.0	$0.7	$0.7	$0.7	$0.0	Threshold change-funds realigned from operating
04	Corporate Environment (CE)	$0.7	$0.0	$0.7	$0.7	$0.0	
04	Customs Border Clearance	$0.1	$0.0	$0.1	$0.1	$0.0	
04	Defend Systems & Networks	$0.0	$0.0	$0.0	$0.0	$0.0	
04	Defend the Computing Environment	$0.1	($0.1)	$0.0	$0.0	$0.0	IA Title change
04	Defense Ent Acctg/Mgmt Sys (DEAMS)	$1.0	($1.0)	$0.0	$0.0	$0.0	Awaiting BMMP approval/FY04 Carryover
04	Defense Network Infrastructure	$0.3	($0.3)	$0.0	$0.0	$0.0	IA Title change
04	Defense Personal Property System (DPS)	$0.0	$4.5	$4.5	$4.5	$0.0	New Start
04	Global Air Trans Execution Sys (GATES)	$2.5	$0.0	$2.5	$2.5	$0.0	
04	Global Cmd & Control Sys (GCCS)	$1.1	($0.6)	$0.5	$0.5	$0.0	$200K reprog to TFMS, $400K reprog to DPS
04	Global Decision Support System (GDSS)	$4.3	$0.2	$4.5	$4.5	$0.0	Reprog for fielding of C2 enclaves
04	Global Surface Distribution Management (GSDM)	$2.1	($0.5)	$1.6	$1.6	$0.0	Reprogram to DPS
04	Global Transp Network (GTN)	$0.3	($0.3)	$0.0	$0.0	$0.0	Reprogrammed to GTN 21
04	Global Transp Network 21 (GTN 21)	$8.3	$0.0	$8.3	$8.3	$0.0	
04	Infostructure	$1.9	($0.7)	$1.2	$1.2	$0.0	Moved to DPS
04	Integrated Command, Control, Comm (IC3)	$1.1	$0.0	$1.1	$1.1	$0.0	
04	Integrated Computerized Develop Sys (ICODES)	$0.2	$0.0	$0.2	$0.2	$0.0	
04	L-Band Satellite Communications (SATCOM)	$1.0	($0.9)	$0.1	$0.1	$0.0	Reprog to DPS
04	Local Area Network (USTRANSCOM LAN)	$2.1	($0.9)	$1.2	$1.2	$0.0	FY04 H/W Carryover/Reprog to GTN 21
04	Objective Wing Command Post (OWCP)	$0.7	$0.0	$0.7	$0.7	$0.0	
04	Theater Deployable Communication (TDC)	$3.9	$0.0	$3.9	$3.9	$0.0	
04	Transp Operational Pers Prop Stnd Sys (TOPS)	$0.5	($0.5)	$0.0	$0.0	$0.0	Reprogram to DPS
04	Wing Local Area Network (LAN)	$3.4	$1.1	$4.5	$4.5	$0.0	Threshold change-funds realigned from operating
04	Worldwide Port System (WPS)	$0.7	$0.0	$0.7	$0.7	$0.0	
04	**Software Development**	$169.2	($47.1)	$122.1	$122.1	$0.0	
04	Advanced Computer Flight Plan (ACFP)	$2.4	$0.5	$2.9	$2.9	$0.0	Reprog from AIT for ACFP SW support
04	Alft Svc Indus Funds Integ Comp Sys (ASIFICS)	$0.4	$0.2	$0.6	$0.6	$0.0	Threshold change-funds realigned from operating
04	Automated Identification Tech (AIT) - SDDC	$1.0	$0.0	$1.0	$1.0	$0.0	
04	Automated Information Technology (AIT)-AMC	$2.0	$0.0	$2.0	$2.0	$0.0	
04	Automated Transportation Data (AUTOSTRAD)	$1.0	$0.0	$1.0	$1.0	$0.0	
04	Business Decision Support System (BDSS)	$2.8	($1.1)	$1.7	$1.7	$0.0	Reprogrammed to GTN 21
04	Cargo and Billing System (CAB)	$0.5	$0.0	$0.5	$0.5	$0.0	

CAPITAL BUDGET EXECUTION
Component: United States Transportation Command
Activity Group: Transportation
Date: February 2005
($ in Millions)

FY	Approved Projects	FY05 PB Amount	Reprogs	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation
04	Cmd, Control, Comm, Computer Sys (C4S)	$1.2	$0.0	$1.2	$1.2	$0.0	
04	Commercial Operations Integrated Sys (COINS)	$0.2	$0.1	$0.3	$0.3	$0.0	Threshold change-funds realigned from operating
04	Consolidated Air Mobility Planning Sys (CAMPS)	$3.7	$0.0	$3.7	$3.7	$0.0	
04	CONUS Freight Management (CFM)	$1.0	($0.2)	$0.8	$0.8	$0.0	
04	Core Automated Maintenance System (CAMS)	$2.8	$0.0	$2.8	$2.8	$0.0	
04	Corporate Applications (CA)	$1.0	$0.0	$1.0	$1.0	$0.0	
04	Corporate Environment (CE)	$3.8	$0.0	$3.8	$3.8	$0.0	
04	Customs Border Clearance	$0.6	$0.1	$0.7	$0.7	$0.0	Rounding
04	Defend Systems and Networks	$0.0	$2.1	$2.1	$2.1	$0.0	IA Title change
04	Defend the Computing Environment	$1.3	($1.3)	$0.0	$0.0	$0.0	IA Title change
04	Defense Ent Acctg/Mgmt Sys (DEAMS)	$42.5	($42.5)	$0.0	$0.0	$0.0	Awaiting BMMP approval/FY04 Carryover
04	Defense Network Infrastructure	$1.3	($1.3)	$0.0	$0.0	$0.0	IA Title change
04	Defense Personal Property System (DPS)	$0.0	$2.8	$2.8	$2.8	$0.0	New Start
04	Global Air Trans Execution Sys (GATES)	$6.3	$0.0	$6.3	$6.3	$0.0	
04	Global Decision Support System (GDSS)	$13.5	$0.0	$13.5	$13.5	$0.0	
04	Global Surface Distribution Management (GSDM)	$2.7	($1.1)	$1.6	$1.6	$0.0	Funds to GSDM for DPOC/MPOC HW/SW integration
04	Global Transp Network 21 (GTN 21)	$45.0	($1.1)	$43.9	$43.9	$0.0	Award fee, FY04 Carryover
04	Group Operational Passenger System (GOPAX)	$0.1	($0.1)	$0.0	$0.0	$0.0	Reprogram to DPS
04	Integrated Booking System (IBS)	$2.2	$0.0	$2.2	$2.2	$0.0	
04	Integrated Command, Control, Comm (IC3)	$2.1	($0.1)	$2.0	$2.0	$0.0	Rounding
04	Integrated Computerized Develop Sys (ICODES)	$0.4	$0.0	$0.4	$0.4	$0.0	
04	Intelligent Road/Rail Information Server (IRRIS)	$2.3	$0.0	$2.3	$2.3	$0.0	
04	Joint Mobility Control Group (JMCG)	$0.9	$0.2	$1.1	$1.1	$0.0	Reprog from SDDC (STMS)
04	L-Band Satellite Communications (SATCOM)	$0.0	$0.2	$0.2	$0.2	$0.0	Threshold change from operating & reprogramming
04	Local Area Network (USTRANSCOM LAN)	$1.1	$0.0	$1.1	$1.1	$0.0	
04	Logbook	$0.1	$0.6	$0.7	$0.7	$0.0	Reprog from SDDC (STMS)
04	Single Mobility System (SMS)	$1.4	$0.7	$2.1	$2.1	$0.0	Reprog from SDDC (STMS)
04	Surface Transportation Mgt Sys (STMS)	$3.3	($3.3)	$0.0	$0.0	$0.0	STMS terminated.
04	System Integration	$9.3	$0.0	$9.3	$9.3	$0.0	
04	Transp Financial Mgmt Sys (TFMS)	$1.9	($0.4)	$1.5	$1.5	$0.0	Awaiting BMMP approval/FY04 Carryover
04	Transp Modeling/Simulation (TMS)	$2.0	$0.0	$2.0	$2.0	$0.0	
04	Transp Operational Pers Prop Stnd Sys (TOPS)	$2.5	($2.0)	$0.5	$0.5	$0.0	Reprogram to DPS
04	Worldwide Port System (WPS)	$2.6	($0.1)	$2.5	$2.5	$0.0	Rounding
04	**Minor Construction**	$11.4	($0.0)	$11.4	$11.4	$0.8	
04	Facility Projects for DCS Stations	$0.8	($0.8)	$0.0	$0.0	$0.8	Project funded byDPW-NSA
04	Minor Construction - SDDC	$1.1	$0.1	$1.2	$1.2	$0.0	Bahrain Office Space
04	Minor Construction-AMC	$9.5	$0.7	$10.2	$10.2	$0.0	Threshold change & reprog to Non-ADPE for TT programs
04	**Total FY**	$236.2	($47.0)	$189.2	$189.2	$0.8	

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FY	Approved Projects	FY05 PB Amount	Reprogs	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation
05	**Equipment except ADPE & Telecomm**	$3.7	$0.0	$3.7	$3.7	$0.0	
05	Materiel Handling Equipment - SDDC	$1.3	$0.0	$1.3	$1.3	$0.0	
05	Replacement Equipment - AMC	$2.4	$0.0	$2.4	$2.4	$0.0	
05	**ADPE & Telecomm**	$49.5	$8.9	$58.1	$58.1	$0.0	
05	Automated Identification Tech (AIT) - SDDC	$1.1	$0.0	$1.1	$1.1	$0.0	
05	Automated Information Technology (AIT)-AMC	$3.0	($3.0)	$0.0	$0.0	$0.0	Rqmts & funding redistributed to GATES & L-Band prgms
05	Automated Transportation Data (AUTOSTRAD)	$4.2	$0.0	$4.2	$4.2	$0.0	
05	Cargo and Billing System (CAB)	$0.4	($0.2)	$0.2	$0.2	$0.0	Funding moved to support DPS
05	Consol Air Mobility Planning Sys (CAMPS)	$0.0	$0.2	$0.2	$0.2	$0.0	Threshold changed funds moved from operating
05	Corporate Data Solution (CDS)	$0.3	($0.3)	$0.0	$0.0	$0.0	Realigned funds to Infostructure
05	Corporate Environment (CE)	$1.6	($1.6)	$0.0	$0.0	$0.0	Reprogrammed to Infostructure
05	Customs Border Clearance	$0.3	($0.3)	$0.0	$0.0	$0.0	Realigned funds to Infostructure
05	Defend Systems & Networks	$0.0	$0.4	$0.4	$0.4	$0.0	IA Title change
05	Defend the Computing Environment	$0.1	($0.1)	$0.0	$0.0	$0.0	IA Title change
05	Defense Ent Acctg/Mgmt Sys (DEAMS)	$3.8	$0.0	$3.8	$3.8	$0.0	
05	Defense Network Infrastructure	$0.5	($0.5)	$0.0	$0.0	$0.0	IA Title change
05	Defense Personal Property System (DPS)	$0.0	$0.9	$0.9	$0.9	$0.0	FY04 New Start. Replaces TOPS.
05	Electronic Record Management System (ERMS)	$0.1	($0.1)	$0.0	$0.0	$0.0	Reprog to AMCs top priority unfunded programs
05	Global Air Trans Execution Sys (GATES)	$2.9	$0.0	$2.9	$2.9	$0.0	
05	Global Cmd/Cntl Sys (GCCS)	$0.9	($0.9)	$0.0	$0.0	$0.0	Increase in requirements
05	Global Decision Support System (GDSS)	$4.1	$1.0	$5.1	$5.1	$0.0	Reprog from TDC for fielding of the C2 enclaves
05	Global Surface Distribution Management (GSDM)	$1.4	$2.4	$3.8	$3.8	$0.0	DPOC deferred to FY 05/HW & SW adjustments
05	Global Transp Network (GTN)	$0.1	$0.0	$0.1	$0.1	$0.0	
05	Global Transp Network 21 (GTN 21)	$1.5	$10.6	$12.0	$12.0	$0.0	added DPO funds
05	Infostructure	$4.5	$3.7	$8.1	$8.1	$0.0	H/W refresh consolidated
05	Integrated Command, Control, Comm (IC3)	$2.5	($0.3)	$2.2	$2.2	$0.0	Reprogrammed to Infostructure
05	Integrated Computerized Develop Sys (ICODES)	$0.2	($0.2)	$0.0	$0.0	$0.0	Funding moved to support DPS
05	Joint Mobility Control Group (JMCG)	$0.0	$0.2	$0.2	$0.2	$0.0	DPO funds
05	L-Band Satellite Communications (SATCOM)	$0.7	($0.7)	$0.0	$0.0	$0.0	Funds reallocated to other requirements
05	Local Area Network (USTRANSCOM LAN)	$3.0	($0.7)	$2.3	$2.3	$0.0	Reversal of threshold change
05	Objective Wing Command Post (OWCP)	$1.1	$0.0	$1.1	$1.1	$0.0	
05	Situational Awareness	$0.0	$0.4	$0.3	$0.3	$0.0	IA Title change
05	Supporting Infrastructures	$1.5	($1.5)	$0.0	$0.0	$0.0	IA Title change
05	Theater Deployable Communication (TDC)	$4.2	($2.0)	$2.2	$2.2	$0.0	Reprog to AMCs top priority unfunded programs
05	Transform/Enable IA Capabilities	$0.0	$1.3	$1.3	$1.3	$0.0	IA Title change
05	Transp Operational Pers Prop Stnd Sys (TOPS)	$0.5	($0.5)	$0.0	$0.0	$0.0	Funding moved to support DPS
05	Wing Lan Area Network (LAN)	$4.3	$0.7	$5.0	$5.0	$0.0	Threshold change and redistribution of funds
05	Worldwide Port System (WPS)	$0.7	$0.0	$0.7	$0.7	$0.0	
05	**Software Development**	$133.7	$13.9	$147.9	$147.9	$0.0	
05	Advanced Computer Flight Plan (ACFP)	$2.8	$0.6	$3.4	$3.4	$0.0	Increase for continued development of ACFP upgrade V4.0
05	Agile Transp 21st Century (AT 21)	$0.0	$4.6	$4.6	$4.6	$0.0	New start FY05

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FY	Approved Projects	FY05 PB Amount	Reprogs	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation
05	Alft Svc Indus Funds Integ Comp Sys (ASIFICS)	$0.9	$0.0	$0.9	$0.9	$0.0	
05	Automated Identification Tech (AIT) - SDDC	$1.0	$0.0	$1.0	$1.0	$0.0	
05	Automated Information Technology (AIT) (AMC)	$2.1	($2.1)	$0.0	$0.0	$0.0	Rqmts & funding reprog to GATES and L-Band
05	Automated Transportation Data (AUTOSTRAD)	$2.3	$0.0	$2.3	$2.3	$0.0	
05	Business Decision Support Sys (BDSS)	$1.3	($1.3)	$0.0	$0.0	$0.0	Moved to GTN 21
05	Cargo and Billing System (CAB)	$0.5	$0.0	$0.5	$0.5	$0.0	
05	Commercial Operations Integrated Sys (COINS)	$0.3	$0.0	$0.3	$0.3	$0.0	
05	Consol Air Mobility Planning Syst (CAMPS)	$5.1	$0.0	$5.1	$5.1	$0.0	
05	Core Automated Maintenance Sytem (CAMS)	$2.9	($0.1)	$2.8	$2.8	$0.0	Rounding
05	Corporate Applications (CA)	$1.0	$0.5	$1.5	$1.5	$0.0	Realigning of priorities
05	Corporate Data Solution (CDS)	$1.4	$0.0	$1.4	$1.4	$0.0	
05	Corporate Environment (CE)	$3.8	($0.1)	$3.7	$3.7	$0.0	Realigning of priorities
05	Customs Border Clearance	$0.8	$0.2	$1.0	$1.0	$0.0	Increase in requirements
05	Defend Systems and Networks	$0.0	$0.7	$0.7	$0.7	$0.0	IA Title change
05	Defend the Computing Environment	$0.8	($0.8)	$0.0	$0.0	$0.0	IA Title change
05	Defense Ent Acctg/Mgmt System (DEAMS)	$11.2	$0.0	$11.2	$11.2	$0.0	
05	Defense Network Infrastructure	$0.8	($0.8)	$0.0	$0.0	$0.0	IA Title change
05	Defense Personal Property System (DPS)	$0.0	$4.9	$4.9	$4.9	$0.0	FY04 New Start. Replaces TOPS.
05	Global Air Trans Execution Sys (GATES)	$7.0	$2.8	$9.8	$9.8	$0.0	Increase due to redistribution of AIT funding
05	Global Decision Support System (GDSS)	$14.6	$2.4	$17.0	$17.0	$0.0	Increase due to fielding of C2 enclaves
05	Global Surface Distribution Management (GSDM)	$4.6	($3.1)	$1.5	$1.5	$0.0	DPOC deferred to FY05/HW&SW adjustments.
05	Global Transp Network 21 (GTN 21)	$32.7	$8.6	$41.4	$41.4	$0.0	added BDSS/DPO funds
05	Group Operational Passenger System (GOPAX)	$0.1	($0.1)	$0.0	$0.0	$0.0	Funding moved to support DPS.
05	Infostructure	$0.0	$1.5	$1.5	$1.6	$0.0	added DPO funds
05	Integrated Booking System (IBS)	$0.0	$2.0	$2.0	$2.0	$0.0	STMS terminated; IBS & DPS funding adjusted.
05	Integrated Command, Control, Comm (IC3)	$3.0	($0.4)	$2.6	$2.6	$0.0	Realigning of priorities
05	Integrated Computerized Develop Sys (ICODES)	$0.4	$0.0	$0.4	$0.4	$0.0	
05	Intelligent Road/Rail Information Server (IRRIS)	$2.4	$0.0	$2.4	$2.4	$0.0	
05	Joint Mobility Control Group (JMCG)	$1.9	($1.6)	$0.3	$0.3	$0.0	Funding shifted to AT 21
05	L-Band Satellite Comm (SATCOM)	$0.0	$0.6	$0.6	$0.6	$0.0	Threshold change-op to cap
05	Local Area Network (USTRANSCOM/LAN)	$1.1	$0.0	$1.1	$1.1	$0.0	
05	Logbook	$0.6	($0.1)	$0.5	$0.5	$0.0	Rounding
05	Single Mobility System (SMS)	$0.5	$0.7	$1.2	$1.2	$0.0	Increase in requirements
05	Situational Awareness/Protect Info	$0.0	$0.6	$0.7	$0.7	$0.0	IA Title change
05	Supporting Infrastructure	$0.1	($0.1)	$0.0	$0.0	$0.0	IA Title change
05	Surface Transportation Management Sys (STMS)	$3.4	($3.4)	$0.0	$0.0	$0.0	STMS terminated
05	System Integration	$10.5	($0.8)	$9.7	$9.7	$0.0	Reprog to AT21
05	Transform/Enable IA Capabilities	$0.0	$1.3	$1.3	$1.3	$0.0	IA Title change
05	Transp Financial Mgmt Sys (TFMS)	$2.3	($0.6)	$1.7	$1.7	$0.0	Funds shifted to operating for higher priorities
05	Transp Modeling/Simulation Sys (TMS)	$3.8	$0.0	$3.8	$3.8	$0.0	
05	Transp Operational Pers Prop Stnd Sys (TOPS)	$2.6	($2.1)	$0.5	$0.5	$0.0	Funding moved to support DPS.
05	Worldwide Port System (WPS)	$3.1	($0.6)	$2.5	$2.5	$0.0	Funding moved to support DPS
05	**Minor Construction**	$12.2	$0.2	$12.4	$12.4	$0.0	
05	Facility Projects for DCS Station	$0.3	$0.0	$0.3	$0.3	$0.0	

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05	Minor Construction - AMC	$10.8	$0.2	$11.0	$11.0	$0.0	Threshold change as funds realigned from operating
05	Minor Construction - SDDC	$1.1	$0.0	$1.1	$1.1	$0.0	
05	**Total FY**	$199.1	$23.0	$222.1	$222.1	$0.0	