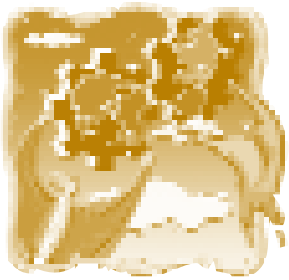

In the News

ARMY NEWS SERVICE (OCT. 26, 2006)

FCS OPENS TEST COMPLEX AT WHITE SANDS MISSILE RANGE

Miriam U. Rodriguez

WHITE SANDS MISSILE RANGE, N.M.—Soldiers, civilian employees, and media representatives got a look at the future of warfighting when a robot did the honors of cutting the ribbon at a grand opening for the Future Combat Systems Test Operations Complex at White Sands Missile Range Oct. 23.

"The FCS Test Operations Complex performs a vital role in our Army modernization strategy," said Maj. Gen. Charles Cartwright, FCS program manager. "By this time next year, we will have new FCS equipment in Abrams tanks and Bradley fighting vehicles."

Part of the Army's modernization program, FCS consists of a family of 18 manned and unmanned ground and aerial vehicles linked through an advanced information network in support of the soldier.

FCS is more than a program. "It is a strategy for how to modernize the Army and bring new network-capable technology before our soldiers by providing them with the information they need on the battlefield—information that will keep them safe, information that will allow them to get their jobs done and allow them to get back home," said Dennis Muilenburg, who heads the FCS effort for Boeing in its role as the Lead Systems Integrator for the Army.

An Evaluation Brigade Combat Team is being stood up at WSMR and at Fort Bliss, Texas, to move FCS from development to testing.

Major experimentation activities are already under way, he said. Experiment 1.1, the first major field event, will put sensors and unmanned air and ground systems into soldiers' hands. Soldiers will then give engineers personal input on what works well and what needs improvement.

"Army modernization truly is about the soldier," said Cartwright. "We see that in both the design and execution of the FCS program.

ARMY NEWS SERVICE (OCT. 31, 2006)

ARMY FIELDS ITS FIRST LIGHTWEIGHT HOWITZER

Edward Murray • Martin Kane

PICATINNY ARSENAL, N.J.—With the recent delivery of 18 new M777 lightweight 155mm howitzers to the Army's 2nd Battalion, 11th Field Artillery, at Schofield Barracks, Hawaii, the King of Battle—the field artillery's nickname—took a giant step forward.

The M777 is the military's newest field artillery weapon, a lightweight 155mm towed howitzer developed jointly by the Army and Marine Corps. It will be the artillery system for the Army's Stryker Brigade Combat Teams.

The program is managed by a Joint Service program office here. The weapon systems themselves are manufactured by BAE Systems with final integration and assembly occurring at the firm's Hattiesburg, Miss., facility.

The M777 is the first ground-combat system to make extensive use of titanium in its major structures to trim weight; the howitzer is 7,000 pounds lighter than the M198 weapon it replaces.

"The weight reduction improves transportability and mobility without impacting range or accuracy," said joint program manager James Shields.

Shields said the system will be compatible with the entire family of 155mm ammunition, including the Excalibur precision munition when it is eventually fielded.

The 2-11 FA is part of the Army's fifth Stryker Brigade Combat Team. It recently completed new equipment training and a live-fire battalion exercise using the basic M777 system at Pohakuloa Training Area on the Big Island of Hawaii.

Prior to receiving the M777, the 2-11 FA was an exclusively 105mm battalion that was equipped with the M119 howitzer.

The M777 has the deployability advantages of a lightweight system like the M119, but the firepower of a 155mm weapon like the larger M198. Two systems can be transported on a C-130 at the same time.

The new howitzers have returned to Schofield Barracks, where they will be retrofitted with a digital fire control system (DFCS) in January to become M777A1s. The DFCS will provide the howitzer with the capability to communicate, navigate, and aim—an upgrade that will increase accuracy and responsiveness.

Soldiers from 2-11 FA said they were pleased with the new weapons and look forward to the added capabilities provided by the DFCS upgrade.

Murray and Kane are on the staff of The Picatinny Voice.

AMERICAN FORCES PRESS SERVICE (NOV. 8, 2006)

NEW PROGRAM PAYS OFF FOR DEFENSE LOGISTICS AGENCY'S MILITARY CUSTOMERS

WASHINGTON—Some military maintenance depots got parts and supplies faster and cheaper, and America's military services got refurbished equipment returned sooner, thanks to a pilot program called "Customer Pay."

The program demonstrated early dividends supporting the rebuilding of Army High-Mobility Multipurpose Wheeled Vehicles, commonly known as Humvees.

Customer Pay, a partnership between Defense Department elements and a defense contractor, pays contractors and suppliers at the point of delivery. That reduces the need for millions of dollars of Army inventory and lowers prices for spare parts. Additionally, supply chain costs are reduced since management at the production line minimizes handling by government personnel.

The concept was developed in a pilot program involving Army Tank-automotive and Armament Command, Defense Logistics Agency and its field activity Defense Supply Center Columbus, AM General Corp., two Army maintenance depots, and the Maine Military Authority. Results from the pilot show dramatically increased performance support and greatly reduced costs to rebuild Humvees.

"Customer Pay is a vivid glimpse of our future. [It] will be seen as a pioneer in DLA's support to the Services' industrial sites by leveraging the relative strengths of our industry, Service, and DLA partners. It has brought new efficiency and effectiveness to our logistics solutions," said James McClaugherty, deputy commander of Defense Supply Center Columbus.

Customer Pay required DSCC personnel to adjust their thinking, Eric Tranter, chief of DSCC's Tactical Vehicles Support Division, said. "To best understand the challenges of Customer Pay, you have to think retail support, not the usual DLA wholesale approach," he said. "This equates to constantly working with the people at the various depots and maintenance sites … providing responses within hours and actual support in a few days. All of our people have done a great job making this happen because they applied a retail focus to their work with urgency and flexibility. If you take a business as usual approach to anything such as Customer Pay, it won't work."

The contractor, AM General, took over tasks formerly managed by government employees: requirements forecasting, supply chain and inventory management, parts requisition from the DoD supply system, parts distribution to maintenance lines, identification of quality issues, and more. The maintenance depots—Letterkenny Army Depot, in Chambersburg, Pa.; Red River Army Depot, in Texarkana, Texas; and Maine Military Authority, in Limestone, Maine—were able to focus on the actual rebuilding of vehicles instead of inventory needs.

DSCC is the DLA program manager for the process, awards and administers the contract, and is the parts integrator and source of supply to the contractor and the maintenance depots. TACOM is the Customer Pay program manager, the source of supply to AM General, the initial production test lead, the weapons system and rebuilding manager, the centralized e-business manager, and a funding source.

The changes allow DoD to use the most cost-effective sources in the supply chain for spare parts and then provide a backup supply chain in case of support problems. This safety net creates a significant reduction of inventory while improving supply support performance.

AM General is required to maintain a 30- to 60-day supply of the 1,241 parts included in the pilot project. Results show that supply level seemed to work. The rate of incomplete vehicles dropped by 83 percent at Red River Army Depot and by 100 percent at Letterkenny Army Depot. The dual supply chains prevented parts outages on the line and addressed the challenge posed by a change in 45 percent of the items used to support each depot.

Thanks to Customer Pay, almost $820,000 was saved in reduced depot supply chain manpower expenses in just over three months last winter. Leveraging the two supply chains reduced spare parts costs, and the total cost of refurbishing the vehicle was reduced.

"The value of Customer Pay is that it allows DLA and the Army depots to move past just coordinating parts support for a Humvee production line to being interdepen-

dent partners," said Army Col. Scott D. Fabozzi, director of DSCC's Land Customer Operations.

The contract was awarded Nov. 1, 2005, and implemented just 78 days later at Letterkenny and Red River. During the pilot, AM General provided 4.1 million parts to the production lines from the 1,200-plus national stock numbers managed under Customer Pay. The depots produced more than 6,029 vehicles under the program, with only 179 coded as incomplete, or G-coded, early in the program at Red River.

Before Customer Pay, both depots had vehicles that were incomplete on a daily basis. At one point, that backlog exceeded more than 1,300 incomplete vehicles. Under Customer Pay's best business practices approach, the Army's G-coded problems with its Humvee lines have been significantly reduced and, in many cases, eliminated.

The Customer Pay partnership helped Letterkenny earn the Shingo Prize for excellence in manufacturing in the public sector. That prize is named for the Japanese industrial engineer who helped create the Toyota Production System. Customer Pay has also been nominated for the President's Quality Award and the DLA Top 10 Award.

DSCC serves more than 24,000 military and civilian customers and 10,000 contractors as one of the largest suppliers of weapon systems parts in the world. DSCC buys materiel, monitors inventory levels, maintains technical data, and assures quality conformance of spare parts, which vary from such common items as vehicle parts and accessories to complex mechanical and electronic repair parts for weapon systems.

DLA provides supply support, and technical and logistics services to the U.S. military services and several federal civilian agencies. Headquartered at Fort Belvoir, Va., the agency is the one source for nearly every consumable item, whether for combat readiness, emergency preparedness, or day-to-day operations.

DEPARTMENT OF DEFENSE NEWS RELEASE (NOV. 14, 2006)
DEPARTMENT OF DEFENSE AND NETHERLANDS SIGN NEXT STAGE JOINT STRIKE FIGHTER AGREEMENT

Deputy Secretary of Defense Gordon England and the Netherlands Deputy Secretary for Defence Cees van der Knaap signed a Memorandum of Understanding (MOU) Nov. 14 to begin future cooperation in the production, sustainment, and follow-on development (PSFD) phase of the Joint Strike Fighter (JSF) Program. The Dutch, who are already contributing $800 million to the JSF Program's development phase, plan to buy 85 conventional take-off and landing variants of the Joint Strike Fighter during the production phase.

"This is a major milestone in the long-standing friendship and partnership between the Netherlands and the United States, and I thank the Dutch military and government for the strong leadership and close friendship," said Deputy Secretary of Defense Gordon England. "Our shared investment in the Joint Strike Fighter will pay important dividends for the security and freedom of both our nations for many years in the future."

The PSFD MOU provides a framework for future JSF Program efforts in production and beyond, and will extend cooperation beyond the current JSF System Development and Demonstration (SDD) MOU among the United States and the other eight JSF partner nations: the United Kingdom, Italy, The Netherlands, Turkey, Canada, Denmark, Norway, and Australia. The Netherlands joined the SDD MOU in June 2002, and has been part of the JSF program since 1997.

This agreement further strengthens the commitment between the United States and The Netherlands as the JSF program moves forward into the production and support phase. It will also impact across the entire spectrum of the U.S.-Dutch defense relationship in terms of air dominance, interoperability, defense transformation, modernization, cost reduction, acquisition excellence, and the health of U.S. and Dutch industrial bases.

Other JSF partner nations are anticipated to sign the PSFD MOU between now and the end of December 2006. This will support commencement of cooperative production, sustainment, and follow-on development efforts by all nine partner nations in January 2007.

The Joint Strike Fighter, the largest ever U.S. DoD acquisition program, continues to set new standards in development of manufacturing technologies, acquisition and business practices, technology transfer, and export licensing. The first flight test is expected for December 2006.

Once the PSFD MOU signing process is completed, the partners will cooperatively develop, produce, test, train, and operate a Lightning II JSF Air System that will en-

F-35 Joint Strike Fighter
Image courtesy Lockheed Martin

hance the interoperability, survivability, and affordability of allied future forces.

DEPARTMENT OF DEFENSE NEWS RELEASE (NOV. 15, 2006)
DOD RELEASES SELECTED ACQUISITION REPORTS

The Department of Defense has released details on major defense acquisition program cost, schedule, and performance changes since the June 2006 reporting period. This information is based on the Selected Acquisition Reports (SARs) submitted to the Congress for the September 2006 reporting period.

SARs summarize the latest estimates of cost, schedule, and performance status. These reports are prepared annually in conjunction with the president's budget. Subsequent quarterly exception reports are required only for those programs experiencing unit cost increases of at least 15 percent compared to the current Unit Cost Reporting (UCR) baseline and at least 30 percent compared to the original UCR baseline, or schedule delays of at least six months since the previous report. Quarterly SARs are also submitted for initial reports, final reports, and for programs that are rebaselined at major milestone decisions.

The total program cost estimates provided in the SARs include research and development, procurement, military construction, and acquisition-related operation and maintenance (except for pre-Milestone B programs, which are limited to development costs pursuant to 10 U.S.C. §2432). Total program costs reflect actual costs to date as well as future anticipated costs. All estimates include anticipated inflation allowances.

The current estimate (shown below) of program acquisition costs for programs covered by SARs for the prior reporting period (June 2006) was $1,612,605.8 million. After subtracting the cost for one final report (Active Elec-

tronically Scanned Array (AESA)) and adding the costs for one new program (C-5 Avionics Modernization Program (AMP)) from the June 2006 reporting period, the adjusted current estimate of program acquisition costs was $1,612,885.2 million.

For the September 2006 reporting period, there was a net cost increase of $4,824.9 million (+0.3 percent), due primarily to revised cost estimates for the Global Hawk and the Chemical Demilitarization (Chem Demil)-Assembled Chemical Weapons Alternatives (ACWA) programs.

For the September 2006 reporting period, there were quarterly exception SARs submitted for five programs. The reasons for the submissions are provided below.

Army

Longbow Apache Block III (AB3)—This is the initial SAR submission following program initiation at the Milestone B decision in July 2006.

	CURRENT ESTIMATE ($ IN MILLIONS)
June 2006 (87 programs)	**$1,612,605.8**
Less final report on one program (AESA)	-579.9
Plus one new program (C-5 AMP)	+859.3
June 2006 Adjusted (87 programs)	**$1,612,885.2**
Changes Since Last Report:	
Economic	$ +14.1
Quantity	0.0
Schedule	+116.9
Engineering	+347.1
Estimating	+3,696.8
Other	0.0
Support	+650.0
Net Cost Change	$+4,824.9
September 2006 (87 programs)	**$1,617,710.1**

Light Utility Helicopter (LUH)—This is the initial SAR submission following program initiation at the Milestone C decision in August 2006.

Air Force

Global Hawk—The SAR was submitted to report a schedule slip of more than six months. The Operational Assessment Complete date slipped from June 2006 to March 2007 in accordance with the Acquisition Decision Memorandum (ADM) issued subsequent to the Nunn-McCurdy certification in June 2006. Program costs increased $1,676.4 million (+21.4%) from $7,815.7 million to $9,492.1 million due, primarily to higher cost estimates to complete System Development and Demonstration (SDD) (+$225.7 million); a schedule extension of two additional years of aircraft and sensors (FY12 and FY13) (+$116.9 million); inclusion of all retrofit activities consisting of aircraft, ground station support equipment modifications (i.e., Joint Tactical Radio System (JTRS), Family of Beyond Line of Sight Terminals (FAB-T), Sense and Avoid, etc.) not previously reported in the SAR (+$339.9 million); costs associated with the activation of an organic depot capability as well as increased support requirements (+$567.2 million); and higher estimated costs for completion of the Advanced Signals Intelligence Payload (ASIP) and Radar Technology Insertion Program (RTIP) (+$343.9 million).

Mission Planning System (MPS)—The SAR was submitted to report schedule slips of more than six months, specifically Increment II Full Deployment Decision Review (FDDR) slipped from June 2006 to April 2007, the Increment III FDDR slipped from May 2007 to May 2008, the Increment IV Milestone B slipped from February 2006 to March 2007, the Increment IV FDDR slipped from June 2008 to August 2009, and Increment V Milestone B slipped from February 2008 to December 2008. These slips were due primarily to software development problems, a restructuring and consolidation of the program software releases, and the incorporation of risk reduction efforts. Program costs decreased $209.1 million (-11.7%) from $1,788.5 million to $1,579.4 million, due primarily to the transfer of Operations and Maintenance funding to legacy program and the elimination of non-acquisition related funds.

DoD

Chemical Demilitarization-Assembled Chemical Weapons Alternatives (ACWA)—The SAR was submitted to report a Nunn-McCurdy unit cost breach to the program. That is, the Program Acquisition Unit Cost (PAUC) has increased by more than 25 percent compared to the current baseline estimate of April 2003. Program costs increased $3,357.6 million (+72.8%) from $4,611.6 million to $7,969.2 million, due primarily to the availability of more detailed historical data and the matura-

tion of program designs, both of which contribute to the development of a more accurate estimate.

New SARs
(As of September 2006)

The Department of Defense has submitted initial SARs for the Longbow Apache Block III (AB3) and Light Utility Helicopter (LUH) programs. These reports do not represent cost growth. Baselines established on these programs will be the point from which future changes will be measured. The current cost estimates are provided below:

PROGRAM EXECUTIVE OFFICER (PEO) SOLDIER (NOV. 20, 2006)
ARMY TO SOON DEPLOY TROOPS WITH COMPUTERIZED EQUIPMENT

WASHINGTON—Following successful field testing last summer, the Army is planning to deploy its new Land Warrior System within the year, bringing the Army a giant step closer to electronic networking of the battlefield.

Program	CURRENT ESTIMATE ($ IN MILLIONS)
Light Utility Helicopter (LUH)	$ 1,883.0
Longbow Apache Block III (AB3)	8093.9
Total	**$9,976.9**

The wearable, computerized system includes lasers, navigation modules, radios, and other technologically advanced equipment to help soldiers shoot, move, and communicate more accurately on the battlefield. Ultimately, it will improve their ability to fight effectively and survive.

Testing of the Land Warrior package was conducted over a three-month period by the 4th Battalion, 9th Infantry Regiment, 4th Stryker Brigade Combat Team, 2nd Infantry Division, at Fort Lewis, Wash. It culminated in an Army Evaluation Command Limited User Test in September and October.

"The '4-9' has been training for anticipated deployment next summer. Based on assessment results, it looks like we will deploy with the new Land Warrior and Mounted Warrior systems," said Lt. Col. Bill Prior, battalion commander.

For the first time, infantry troops will be carrying digital gear that will help address some of the chronic difficulties for soldiers on the ground, such as locating other soldiers, identifying the enemy, and getting the latest orders.

"Thanks to the successful demonstration at Fort Lewis, we now have the first Army unit ready to go real-world operational with Land Warrior capabilities," said Brig. Gen. Mark Brown, Program Executive Office Soldier commander. "Land Warrior marks the path forward to a more capable, lighter-weight ground soldier system. The leadership of the Army takes great pains and great care to ensure that our soldiers are well equipped, well trained, and well organized to accomplish the mission that the nation sends them on."

During the comprehensive Land Warrior assessment, Fort Lewis soldiers were equipped with 440 Land Warrior Systems, as well as 147 Mounted Warrior Systems designed for combat vehicle crewmen. For the first time ever, large-scale map displays were used to show soldiers their location, the location of their buddies, vehicle locations, known enemy positions, and up-to-the minute mission plans and orders.

Weapon systems equipped with multifunctional laser sights, day- and night-vision feeds, and direct connectivity to the Land Warrior and Mounted Warrior networks increase the soldiers' combat effectiveness while minimizing exposure to the enemy. Precise navigation and real-time, common situational awareness were shown to substantially reduce the risk of fratricide or surprise enemy attacks.

AIR FORCE PRINT NEWS (NOV. 20, 2006)
JOINT TACTICAL RADIO SYSTEM FIELDED SOON

WASHINGTON—The Air Force is about to enter a new era in communications technology. Officials at the Electronic Systems Center at Hanscom Air Force Base, Mass., have signed a $7.8M contract with Thales Communications, Incorporated, for the delivery of the first Joint Tactical Radio System radios to the Air Force.

More than 1,200 JTRS-enhanced multiband inter/intra team radios, known as JEM radios, will be delivered to civil engineer explosive ordnance disposal units, security forces, and air support operations squadrons across the Air Force. The radios will provide communications for convoy operations and enhance interoperability with the Army.

JTRS is a Defense Department-mandated, software-defined radio development program. A key element of the JTRS program is the network-centric capability it will provide to the warfighter.

JTRS eventually will bring Internet-like capabilities to the battlefield, enabling the transfer of voice, data, and video between Air Force and joint users alike.

Another significant feature is the ability of JTRS radios to "port" and operate various waveforms. Porting refers to loading of a software application that emulates the capabilities of legacy radios in use in the field today.

In short, if a user needs to talk to an Air Force aircraft using a specific waveform, that waveform is loaded into the radio. If later, that same user needs to communicate with an Army convoy unit using a completely different waveform, then that waveform is loaded into the same radio.

This capability gives the warfighter interoperability in a joint environment without the need to carry and maintain numerous different types of radios.

The JEM being delivered to the Air Force, while not network capable, will provide the interoperability aspects the JTRS program is seeking to fulfill. Aside from the basic ultra high frequency and very high frequency AM voice waveforms, the JEM will work in several frequency-hopping modes, plus is capable of porting future JTRS waveforms within its operating range. Deliveries will begin later this year.

This delivery of radios is just the first installment of a multi-year migration to JTRS. The Air Force's path to JTRS is documented in the Air Force JTRS migration plan. This document, compiled by the Air Force Command and Control Intelligence, Surveillance, and Reconnaissance Center JTRS lead command office, was originally signed Dec. 29, 2003.

The JTRS lead command office has conducted numerous data calls throughout the Air Force to determine what requirements exist, validated those requirements through the major commands, and documented them in the migration plan. Version 2 of the migration plan is currently being staffed through the major commands, and is expected to be signed before the end of the year.

AMERICAN FORCES PRESS SERVICE (DEC. 4, 2006)

"NOTHING HAPPENS UNTIL SOMETHING MOVES" ILLUSTRATES TRANSCOM MISSION

Jim Garamone

SCOTT AIR FORCE BASE, Ill.—A Post-it® note over one of the computers in the Deployment and Distribution Operations Center at Scott AFB says, "Nothing happens until something moves."

You get a feeling for this saying and the mission of U.S. Transportation Command at the Balad Air Base-Anaconda Logistics Support Area complex in Iraq. Located northwest of Baghdad, the complex is the heart of logistics for coalition forces in Iraq. In 2003, it was a runway, some bombed buildings, and dust. Today, it is a military city, with C-17s offloading cargo, C-130s picking up goods, a full Level-3 trauma hospital, and convoys bringing all the "beans and bullets" servicemembers need to operate in a challenging environment.

But scratch the surface and you realize it's more than just the fact that goods are delivered to a combat area. What is the infrastructure behind the move? How do people on the ground know what is on the plane or in the convoy? How do they know where to send the goods once they arrive? How do they even know what is available in-country?

U.S. Transportation Command is a unified command that oversees military transportation around the world. Three Service components work through the command: the Navy's Military Sealift Command, the Air Force's Air Mobility Command, and the Army's Military Surface Deployment and Distribution Command. In addition, the command coordinates commercial air and sea missions that help support deployments around the world.

TRANSCOM synchronizes the various means of delivering combat power. For example, an Army brigade moving to Iraq has certain transportation needs. Heavy equipment may leave the base by train. It moves to a port of embarkation and loads aboard a ship. The ship steams

A U.S. Navy sailor removes cargo netting from supplies received aboard *USS Abraham Lincoln* (CVN 72) during an underway replenishment with fast combat support ship *USNS Rainer* (T-AOE 7) July 17, 2006.

U.S. Navy photograph by Mass Communication Specialist Seaman James R. Evans

to the port of debarkation and off-loads. The equipment may then load aboard a heavy equipment mover for the trip to the staging base.

While this is going on, soldiers load transport containers with supplies, and trucks may haul those to ports for delivery to the staging area.

Finally, the troops themselves must move. Buses may take these soldiers to commercial aircraft that bring them to an aerial port of debarkation where they then marry up with their equipment.

But even this doesn't capture all the complications inherent in moving 3,500 soldiers and all their equipment. Someone in Transportation Command has to assess whether runways are long enough for the transport aircraft and can bear the weight of the delivery, what kind of off-loading equipment is available at the seaport, what kind of diplomatic clearances the ships and aircraft need, what navigation aids are available, and what threats exist in the region.

And the ships and planes need fuel.

All this is with what TRANSCOM officials call a "mature" receiving area, such as Kuwait. And as people and supplies transit those receiving areas on their way to the front lines, usually a unit is redeploying to its home station at the same time.

Just for Operations Enduring Freedom and Iraqi Freedom, TRANSCOM has moved more than 3.4 million pas-

sengers and 8.3 million tons of dry cargo. It has moved more than 4 billion gallons of fuel. This has meant about 2 million truck and 143,000 railcar shipments, about 71,000 airlift missions, and 709 shiploads.

And this still doesn't capture the scope of the command, because the military operates in more than just the U.S. Central Command area of responsibility. Transportation Command has to meet the rest of the military's needs as well.

Nov. 17 was as good a day as any for a snapshot of the command. The Deployment and Distribution Operations Center was tracking 20 ships carrying Defense Department cargo. Another 20 ships carried DoD cargo in addition to commercial freight. This does not include tankers.

On that day, the center tracked more than 300 airlift missions and airlifted 6,880 passengers and 1,368 short tons of cargo around the world.

"We don't ever forget that we're a supporting—with an emphasis on the 'ing'—command," said Air Force Col. Doug Luhrsen, director of the operations center. "We work with the Services and the combatant commands to get them what they need, when they need it."

With all the transportation modes at its disposal, the command must make decisions on how best to send things. "It doesn't make sense to ship Abrams tanks on C-17s," said Craig Koontz, a spokesman for the command. "You ship those by sea."

Airlift is the most responsive and flexible transportation medium, Koontz said, and sometimes a mix of modes is needed. When it became apparent that Humvees in Iraq needed to be armored, he explained, the command sent a certain number of sets via air to get the process moving forward. Once those were delivered, TRANSCOM dispatched a ship with hundreds of sets of armor. The airlifted sets allowed the process to start, the sealifted sets allowed the process to continue. There was no pause or hold-up in placing the armor on the vehicles.

"Everyone is intent on providing the best service we can for the men and women in the combat zones," Luhrsen said. "That is our core. That is why we exist."

Garamone is with American Forces Press Service.

DEPARTMENT OF DEFENSE NEWS RELEASE (DEC. 7, 2006)

COMPARATIVE TESTING OFFICE ANNOUNCES PROJECTS FOR FISCAL 2007

The Department of Defense announces the selection of new projects being funded in Fiscal 2007 under the Comparative Testing Office's (CTO) Defense Acquisition Challenge (DAC) and Foreign Comparative Testing (FCT) programs.

The Services and the U.S. Special Operations Command (USSOCOM) nominated more than 85 projects for CTO funding consideration. Each proposed project was carefully reviewed by the Services, USSOCOM, and the Office of the Secretary of Defense to ensure that the mature equipment or technology addressed valid warfighter needs. Each project's Service sponsor also had to have a viable acquisition strategy to procure and field the equipment should it test successfully and offer the best value.

The DAC and FCT programs support the warfighter by leveraging mature equipment and technologies from domestic and coalition industry to satisfy U.S. defense requirements. Performance measures include accelerating the acquisition process, reducing development costs, and providing opportunities for the introduction of innovative and cost-saving technologies into existing defense acquisition programs.

By staying focused on the capabilities required for the global war on terrorism, DAC and FCT enhance interoperability with our coalition partners, strengthen defense relationships, and frequently serve as a catalyst for partnering between domestic and overseas defense industries.

The DAC program allows domestic industries, especially those that are not major defense contractors, to compete with current acquisition programs at the component, system or sub-system level. The FCT program demonstrates the U.S. commitment to the two-way street in defense procurement and the willingness of our allies and coalition partners to share their technology and compete in the U.S. defense market.

Of the 37 new FCT and DAC projects for fiscal 2007, nine are sponsored by the Army, 11 by the Navy and Marine Corps, eight by the Air Force, and nine by the USSOCOM. Additional information on the DAC and FCT programs is

available on the CTO Web site at: <http://www.acq.osd.mil/cto/>.

Defense Acquisition Challenge (DAC) and Foreign Comparative Testing (FCT) Programs

Army

FCT
- Lithium-Ion Polymer Batteries—Republic of Korea
- Real-Time Geospatial Information Sharing—Canada
- Secure High-Capacity Tactical Radio System—Sweden
- Type II Superlattice Focal Plane Arrays and Cameras—Germany

DAC
- 10kW Tactical Vehicle Inverter System
- Fiber Optic Gyro Rate Sensors for Combat Vehicles
- Improved Performance Environmental Control System
- Land Warrior Cable Connector System
- Portable Oxygen Concentrator for Patient Transport and Treatment

Navy and Marine Corps

FCT
- Deployable Instrumented Training System for Urban Warfare—Sweden
- Enhanced Underwater Breathing Apparatus—Canada, Italy, United Kingdom
- Mobile Oxygen Ventilation and External Breathing Apparatus—Canada
- Steel Strip Laminate Rocket Motor Case for 5-Inch Zuni Rocket—United Kingdom
- Tactical Paging Buoy for Submarine Communications at Speed and Depth—Canada, United Kingdom
- Waterjet Engine Qualification for Naval Combatants—Netherlands, Sweden

DAC
- AN/BSN—2 Digital Depth Detector
- Combat Rubber Raiding Craft Product Improvement
- Improved Loader's Weapon Station for M1A1 Main Battle Tank
- Non-Gasoline Burning Outboard Engine
- Portable Receive Communications Suite

Air Force

FCT
- Ceramic-Aluminum Engine Coating—Germany
- Helmet-Mounted Cueing System for A 10 "Warthog"—Israel
- Spatial Disorientation Trainer—Austria
- X-Band Synthetic Aperture Radar Satellite Data—Germany

DAC
- Angel Fire—Situational Awareness of Large-Area Urban Operations
- C2 Resource Management: Master Control Panel
- Cost-Effective Light Aircraft Missile Protection
- Low-Plasticity Burnishings to F-100 Engine

U.S. Special Operations Command (SOCOM)

FCT
- Anti-Material Rifle—Croatia, Republic of South Africa
- Hostile Forces Tagging, Tracking and Locating—Canada, France, Italy, United Kingdom
- Lightweight Deployable Universal Communications Systems—Sweden
- MK47 Crew-Served Weapon Trainer—Norway
- PSYOP Radio Broadcast Platform—Norway

DAC
- Crew-Served and Heavy Weapon Aiming Laser
- Improved Radio Frequency (RF) Micro-Chip Assemblies
- Lithium-Ion Battery System for SEAL Delivery Vehicle
- Modular Composite Armor Kits

A brief description of each project is available from the Public Affairs Office (media only), (703) 697-5131; Public Communications (non-media only), (703) 428-0711.

ARMY NEWS SERVICE (DEC. 11, 2006)
ARMY UNVEILS LIGHT UTILITY HELICOPTER UH-72A LAKOTA

Lt. Col. Martin Downie • Kim Henry

COLUMBUS, Miss.—Gen. Richard A. Cody, Vice Chief of Staff of the Army, and Joe RedCloud, a chief of the Oglala Sioux Tribe, Lakota Nation, accepted the Army's first Lakota Light Utility Helicopter, UH-72A, in a ceremony here today.

"The Light Utility Helicopter—from concept development to material fielding to rapid deployment—is not only serving as a catalyst for change across the Army, it is also accelerating the speed of Army aviation modernization and integration with other Services and government agencies," said Cody.

The Army has a long-standing tradition of using American Indian names, such as terms, tribes, and chiefs for its helicopters. In the case of the Lakota aircraft, the linkage is between the Lakota legacy as stalwart defenders

of their homeland and the nature of the aircraft's intended domestic missions.

"We're pleased that you honor our tribe by naming this helicopter Lakota. You are not only honoring our past, you are recognizing that we are still here, joint partners in the heritage of the promise of America." RedCloud told the audience.

The fielding of the LUH is part of an ongoing Army-level effort to transform its aviation capability through the deliberate reinvestment of funds from the canceled 2004 Comanche program.

The Army National Guard will receive the majority of the 322 new aircraft. Initial aircraft will be sent to the National Training Center, Fort Irwin, Calif., for medical evacuation missions in January 2007. The UH-72A Lakotas will replace UH-60 Black Hawks, which will be transferred to the National Guard for operational missions.

"The Lakota heralds a new beginning for our Army and for our communities across every state," said Cody. "It is our nation's responsibility and the Army's duty to provide our National Guard soldiers with the tools they need to respond fully and rapidly to homeland security missions and national disasters.

"This exceptional platform will fly for years to come in America's skies. It is an aircraft we needed, and we are proud to see it take flight," he said.

The UH-72A is a commercial aircraft designed to conduct light general support tasks in permissive, non-com-

The Army's new Light Utility Helicopter UH-72A Lakota will gradually replace the UH-60 Black Hawk.
Photograph by Dianne Bond

bat environments. Those tasks include civil search and rescue, personnel recovery, evacuation, counter-drug, and limited civil command and control operations in the conduct of Homeland Security.

Downie serves with the Office of the Chief Army Public Affairs, Henry with Army Aviation and Missile Command.

U.S. ARMY NEWS RELEASE (DEC. 13, 2006)

ARMY MOVING QUICKLY TO EQUIP AND RESET FORCE

The Army's current plan to equip and reset the force is ahead of schedule. With the entire $17.1 billion supplemental allocated by Congress at the beginning of fiscal year 2007, the Army has obligated $9.8 billion for reset—$4 billion has gone for depot and field-level repair, while $5.8 billion has been allocated for new procurements.

After the Sept. 29 signing of the bridge supplement, the Army moved at unprecedented speed to distribute funding; both operations and maintenance and procurement funds were released within six days of receipt. The rapid release of those funds allowed the Army to front load new procurements within the initial 90 days of the fiscal year. The majority of procurement funding will be obligated by February 2007. The Army will spend the entire $17.1 billion before the end of FY 07.

The Army has moved rapidly to restore battle losses and repair equipment through an aggressive reset program, despite entering the long war against global terrorism $56 billion short of equipment, as Army senior leaders have testified before Congress.

Additionally, the Army has had to quickly equip the Reserve Component as it transitioned from a strategic reserve to an operational force in meeting warfighting requirements. The Reserve Component has historically been underfunded in its equipping and modernization programs.

Across the country, Army depots, program managers, and headquarter staffs are expediting the reset plan. Depots' temporary and permanent workforces are increasing, further demonstrating the Army's unprecedented agility and flexibility in order to stay ahead of the dynamic and rapidly changing requirements of a ground force at war in some of the harshest conditions in the world.

To do that, the Army, with its industry partners, has implemented several initiatives to acquire, field, maintain, or reset thousands of pieces of equipment to include:

- Up-armored Humvees
- Rapid Equipping Force and Rapid Fielding Initiatives
- Aviation Survivability Equipment
- Radios
- Night Vision devices
- M4 Carbine rifles
- Improvised Explosive Device jamming devices
- Fragmentary armor kits
- Helicopters and tracked vehicles.

All timelines in the Army's plan have been designed with a full appreciation of unit rotation timelines and continued changing requirements from theater. The plan executes reset in synchronization with unit training and deployment schedules.

To ensure continued, rapid execution of our reset program, proper management and oversight procedures are in place. The Army remains committed to and has applied resources aggressively to maintain the best trained, the best-equipped, fully manned, and best-led ground force in the world.