NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
PROCUREMENT, ACQUISITION AND CONSTRUCTION
FLEET REPLACEMENT FY 2007 OVERVIEW

SUMMARIZED FINANCIAL DATA
($ in thousands)

Procurement, Acquisition and Construction	FY 2005 ACTUALS	FY 2006 CURRENTLY AVAILABLE	FY 2007 BASE PROGRAM	FY 2007 ESTIMATE	INCREASE / DECREASE
PS					
Small Waterplane Area Twin Hull (SWATH) Vessel	9,167	3,945	0	0	0
Upgrades to NOAA Vessels	1,774	3,210	3,186	0	-3,186
Fisheries Survey Vessels	41,398	51,482	32,356	13,791	-18,565
FSV Calibration	0	0	0	3,500	3,500
Autonomous Underwater Vehicles Sensors	0	2,959	0	0	0
Hydro Survey Launch Construction	0	0	0	2,400	2,400
Sonar for Long Range Fisheries Research	5,618	0	0	0	0
Temporary Berthing for HENRY BIGELOW	0	0	0	1,000	1,000
Subtotal, PS	57,957	61,596	35,542	20,691	-14,851
Total	57,957	61,596	35,542	20,691	-14,851

Program Support
Activity: Fleet Replacement

GOAL STATEMENT:

To modernize NOAA's ship support for oceanographic research, fisheries research, hydrographic surveys, and environmental assessment to allow critical data collection requirements to be met effectively.

BASE DESCRIPTION:

The objectives of this subactivity are to:

- Capture the non-recurring costs of acquiring or improving vessels used by NOAA in carrying out its varied missions.
- Allow NOAA to realize procurement efficiencies, management accountability, and to reflect the full cost of acquisition and/or improvement and upgrade of ships, ship systems, subsystems, and equipment.

Base activities support the objective, "Enhance the conservation and management of coastal and marine resources to meet America's economic, social, and environmental needs" under the Department of Commerce Strategic Goal of "Observe, protect, and manage the Earth's resources to promote environmental needs."

PROPOSED LEGISLATION:

None.

SUMMARIZED FINANCIAL DATA

(Dollars in thousands)

Procurement Acquisition and Construction	FY 2005 ACTUALS	FY 2006 CURRENTLY AVAILABLE	FY 2007 BASE PROGRAM	FY 2007 ESTIMATE	INCREASE / DECREASE
Line Item: Fleet Replacement					
Small Waterplane Area Twin Hull (SWATH) Vessel	9,167	3,945	-	-	-
Upgrades to NOAA Vessels	1,774	3,210	3,186	-	(3,186)
Fisheries Survey Vessels	41,398	51,482	32,356	13,791	(18,565)
FSV Calibration	-	-	-	3,500	3,500
Autonomous Underwater Vehicles Sensors	-	2,959	-	-	-
Hydro Survey Launch Construction	-	-	-	2,400	2,400
Sonar for Long Range Fisheries Research	5,618	-	-	-	-
Temporary Berthing for HENRY BIGELOW	-	-	-	1,000	1,000
TOTAL	57,957	61,596	35,542	20,691	(14,851)
FTE	5	5	5	12	7

Note: The dollars in this table represent budget authority.

PROGRAM CHANGES FOR FY 2007:

NOAA requests a net increase in this subactivity of 7 FTE and a decrease of $14,851,000 for a total of 12 FTE and $20,691,000. This request will enable NOAA to provide a temporary berth for and calibrate Fisheries Survey Vessel 2 (FSV 2/HENRY B. BIGELOW) with the vessel it will replace; restore some of the construction funds rescinded from the FSV construction program; continue construction on FSV 4; and replace several hydro survey launches that have exceeded their useful lives.

Fisheries Survey Vessels (FSVs) Construction (0 FTE and -$18,565,000): NOAA requests 0 FTE and a decrease of $18,565,000 for a total of $13,791,000 to restore construction funds rescinded in FY 2004 from the FSV3 construction program and continue construction on the fourth fisheries survey vessel (FSV 4). FSV 3 is NOAA's third vessel in a four-vessel construction contract, and the ship will be delivered in late FY 2007. FSV 3 will join the Alaska and North East FSVs in providing high-quality series surveys and data collection for the NOAA Fisheries Southeast Science Center Mississippi Laboratory. Currently, no charter vessels can provide FSV 3's acoustically quiet, multi-mission capability. Commercial vessels are not constructed and balanced to comply with noise and vibration specifications that promote accurate readings and thereby avoid sub-optimal recommendations on fishing quotas. The FSV3 vessel will be homeported in Pascagoula, Mississippi. The FSV 4 is required to collect data to manage fish stocks and protect mammals. The amount of $5,500,000 received in the FY 2005 Enacted appropriation was used to purchase long lead-time materials,

and the amount of $32,400,000 received in FY 2006 will be used to begin the construction. Additional funding is required in the outyears to prepare the ship for operations in support of NOAA's Ecosystem Mission Goal. The requested funding will enable NOAA to continue construction of the fourth ship on an existing four-ship contract, thereby retaining current pricing. The vessel will operate and be homeported on the West Coast.

FSV 4 will deploy state-of-the-art acoustic technologies, combined with a very quiet radiated noise signature, to enhance the effectiveness and efficiency of at-sea resource surveys. These capabilities would enable FSV 4 to monitor up to nine times more volume of water for the same time and distance traveled by current ships. Enhanced data streams would allow assessment scientists to improve survey designs and ground-truth acoustic surveys using modern trawl gear.

The Southwest Fisheries Science Center (SWFSC) has an urgent need for a pelagic longline survey on highly migratory species including mako sharks, two species of thresher sharks and striped marlin (never assessed), and bigeye tuna (overfished and only partially assessed). FSV 4 will extend survey effort into Central and Western Pacific Ocean for the 34 lesser-known stocks of marine mammals. These represent small populations susceptible to capture in commercial fisheries. Without adequate marine mammal assessments, the near-shore gillnet fishery (150 vessels), pelagic gillnet swordfish fishery (100 vessels), and the longline swordfish fishery (175 vessels) can be prematurely shut down in response to highly-variable, marine-mammal bycatch estimates.

Statement of Need

Collection of at-sea information on fisheries and marine mammals is necessary for the development of regulations governing commercial and recreational fishing activities to sustain fisheries. FSV 3 will provide high-quality data necessary to establish allowable amounts of fish that can be taken commercially or recreationally. The science-based decisions from this data have an economic impact on the participants in the fisheries and the coastal communities that derive benefits from commercial and recreational fisheries. FSV 4 is scheduled to support the Northwest and Southwest Fisheries Science Centers (NWFSC and SWFSC). The NWFSC is responsible for managing Pacific whiting, which is the largest West Coast Fishery and generates nearly $30 million annually. More frequent surveys of whiting are required to reduce the uncertainty in stock condition by accurately tracking natural fluctuations in stock abundance and optimum yield. FSV 4, with the additional capabilities described above, is required to increase the frequency of surveys. MILLER FREEMAN, wich currently collects stock assessment data on whiting, has over 35 years of service. A major breakdown of MILLER FREEMAN, an increasing risk with each passing year, would further reduce the currently inadequate frequency of surveys.

FSV 4 is also needed for ocean habitat investigations on ESA-listed Pacific salmon, southern resident killer whales, and highly migratory species (sharks, tuna, billfish). Little is known about the ocean phase of West Coast salmon, and failure to reciver ESA-listed stocks will greatly impact not only bycatch limits on commercial fisheries and sport fisheries season but also the shore-side economy up to the headwaters of coastal rivers and streams.

A GAO review of NMFS' West Coast Groundfish Program (June 2004) validated the highest priority for FSV 4 to expand data collection for more comprehensive assessments of over 82 groundfish species. Only 26 have been quantitatively assessed, and the other 60 species are of unknown stock status. Of the assessed stocks, 8 are overfished and many are subject to overfishing. The GAO report found 5 major stock assessments to be questionable due in part to the lack of NOAA-collected data of sufficient scope and accuracy. Without improved and additional new stock assessments, the groundfish

fisheries must be managed more conservatively with the associated reduction in economic and social benefits. With the new FSV technology, NOAA will support the Groundfish Fishery Management Plan to survey 30 species of the shelf and slope rockfish that have not been assessed. The advanced observation methods, including mid-water and bottom-typing acoustics, on FSV 4 will provide new data streams for first-time assessments of these stocks. FSV 4 is a critical component of NOAA Fisheries' initiative to expand stock assessment on the West Coast to collaborate with partners in academia, foundations, and state fisheries agencies to develop an integrated Pacific Coastal Observing System.

Proposed Actions
NOAA proposes to complete construction of FSV 3 for planned delivery in late FY 2007 and FSV 4 on or before the contract delivery date of Spetember 30, 2008.

Benefits
FSVs are acoustically quiet ships that reduce behavioral responses of species during surveys and minimize interference with hydroacoustic signals. The ships also permit extended research missions and are capable of performing multiple missions including surveys using many different methods of fishing and physical and biological oceanography. With new FSV technology, NOAA will support the Groundfish Fishery Management Plan to survey 30 species of the shelf and slop rockfish that have not been assessed. The advanced observation methods, including mid-water and bottom-typing acoustics, on FSV 4 will provide new data streams for first-time assessments of these stocks. This acquisition will enable NOAA to set accurate fishing quotas for waters off the West Coast. FSV 4 also will promote monitoring and assessment of fish stocks in a sufficiently timely, accurate, and comprehensive manner to implement ecosystem-based fishery management decisions.

Performance Goals and Measurement Data
This increase will support the objective, "Advance understanding and predict changes in the Earth's environment to meet America's economic, social, and environmental needs" under the Department of Commerce strategic goal of "Observe, protect, and manage the Earth's resources to promote environmental needs." Specifically, this increase supports the NOAA Ecosystem and Mission Support Goal and the following performance measure.

Performance Goal: Supports Fleet Service's 'Increase Ship Customer Satisfaction Rating' Fisheries Survey Vessels Construction (scale of 1-4, with 4 being highest score)	**FY 2005**	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**	**FY 2010**
Without Increase	N/A	N/A	N/A	N/A	N/A	N/A
With Increase	3.4	3.45	3.5	3.525	3.55	3.575

OUTYEAR FUNDING ESTIMATES (BA in Thousands)								
	FY 2006 & Prior	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Estimate to Complete*	Total Program Estimate
Fisheries Survey Vessels								
Change from FY 2007 Base		1,000	0	0	0	0		
Total Request	104,869**	13,791	1,163	0	0	0	0	119,823

* Outyear costs are estimates and subject to change. Future requests will be determined through the annual budget process.
**Includes $10.2 earmark for claims due to ship builder's cost escalations and currency fluctuations.

HENRY B. BIGELOW Calibration/Operating Overlap with ALBATROSS IV (+7 FTE and $3,500,000): NOAA requests 7 FTE (5 NOAA Corps officers) and $3,500,000 for operational and maintenance costs to operate the ALBATROSS IV in order to calibrate HENRY B. BIGELOW (FSV 2) during FY 2007. Once the calibration is completed, this FY 2007 funding will be terminated and ALBATROSS IV will be retired. However, the $500,000 requested in the FY2007 ORF section for HENRY B. BIGELOW Operations still will be required in the outyears, due to the larger size and higher fuel requirements of BIGELOW compared to ALBATROSS IV.

BIGELOW is designed and constructed to have an extremely low acoustic signature to meet the data collection requirement of the National Marine Fisheries Service. The vessel will perform hydro-acoustic surveys of fish and conduct bottom and mid-water trawls while simultaneously running physical and biological oceanographic sampling during a single deployment–a combined capability unavailable in the private sector. There are no charter vessels that can provide this acoustically quiet, multi-mission capability. The sonar and propulsion systems on commercial vessels are not specifically constructed to meet noise and vibration specifications that would promote accurate readings.

HENRY B. BIGELOW will significantly improve the precision and accuracy of scientific assessments, monitor additional living marine resources, and support East Coast fisheries management. The vessel will deploy state-of-the-art acoustic technologies, combined with very quiet radiated noise signatures, to enhance the effectiveness and efficiency of at-sea resource surveys. The ship will be temporarily berthed in Massachusetts or Rhode Island.

Statement of Need

ALBATROSS IV is well beyond a vessel's normal life expectancy, cannot be expected to operate much beyond FY 2007, and therefore must be replaced. ALBATROSS IV needs to operate jointly with its replacement vessel, BIGELOW, to avoid introducing errors in fisheries stock estimates.

To maintain the consistency and continuity of stock assessments time-series data, it is imperative to replace the capabilities of existing platforms with new vessels and technologies that are calibrated with older vessels by performing side-by-side surveys. Time-series assessments form the very foundation of NMFS' stock assessment and fisheries management process. Failure to replace the existing fleet with calibrated platforms will result in the loss of this time series data. This will necessitate implementing precautionary approaches to fisheries management, perhaps reducing the allowable commercial and recreational take because of the lack of sufficient, scientifically valid assessment data.

a) Surveys currently conducted by ALBATROSS IV requiring to be calibrated with HENRY B. BIGELOW

The Northeast Fisheries Science Center (NEFSC) conducts three multispecies bottom trawls, one acoustic/midwater trawl, and one scallop dredge survey on ALBATROSS that are expected to utilize the BIGELOW. These surveys provide key data input to over 40 single-species stock assessments and are core surveys for ecosystem-based assessment and management for Northeast fisheries.

Autumn Multispecies Bottom Trawl Survey	1963-2005 (43-year time series)
Spring Multispecies Bottom Trawl Survey	1968-2005 (38-year time series)
Winter Multispecies Bottom Trawl Survey	1992-2005 (14-year time series)
Herring Acoustic/Midwater Trawl Survey	1997-2005 (9-year time series)
Scallop Dredge Survey	1982-2005 (24-year time series)

b) Need for the calibration process

Calibration between BIGELOW and ALBATROSS needs to occur for each trawl survey:

- The NEFSC has extensive experience with intervessel calibration, having conducted in excess of 500 paired tows between ALBATROSS and DELAWARE II.
- The need for accurate intercalibration for the three multispecies bottom-trawl surveys is elevated due to anticipated fishing-gear changes (new trawling system) that will be implemented on BIGELOW. The Mid-Atlantic and New England Trawl Survey Advisory Panel (panel of industry, management, and academic experts appointed by, and reporting to, the New England and Mid-Atlantic Fishery Management Councils) has participated and contributed to this new design for two years.
- Previous experience at the NEFSC and with international programs (e.g., Department of Fisheries and Oceans Canada and others) indicates that multiyear comparison programs are required to accurately calibrate multispecies bottom-trawl surveys.
- Preliminary data regarding catchability of the current and anticipated gear gathered from two paired tow experiments (October 2004 and March 2005) between ALBATROSS (towing current fishing gear) and DELAWARE (towing potential future gear to be used by BIGELOW) indicate that a large number of tows will be required to calibrate surveys for all areas, seasons, and species to minimize variability in intervessel catchability estimates.
- These data will be collected through paired towing between ALBATROSS and BIGELOW during the standard surveys in FY2007 and FY2008, and through designed paired experiments in areas with high species and fish abundance. This approach will provide an efficient method for collecting intercalibration data without interruption of the standard surveys.

c) Vessel resources needed to accurately calibrate these surveys

Accurate calibration between surveys is critical to the scientific and management community as well as industry stakeholder acceptance of the BIGELOW as an appropriate platform for fishery independent surveys.

44. Failure to complete an accurate calibration for each of these surveys will result in a significant degradation of information for assessment and management of important commercial and recreational species in the Northeast and a loss of management and stakeholder confidence in science conducted aboard NOAA fishery research vessels.
45. The Trawl Survey Advisory Panel is in the process of reviewing intervessel calibration plans and has already commented that the proposed 18-month intercalibration period appears insufficient to calibrate surveys for all surveys, seasons, and species.

d) Calibration requirements are greater for FSV BIGELOW than for FSV OSCAR DYSON

46. There are no trawl surveys currently conducted on MILLER FREEMAN.
47. Because the areal responsibility of the Alaska Fisheries Science Center is so large, the Center deploys multiple chartered fishing vessels simultaneously to conduct their bottom-trawl survey.
48. Calibrations between MILLER FREEMAN and OSCAR DYSON will focus primarily on acoustic surveys, which can be calibrated more rapidly and usually with less vessel days than multispecies bottom trawl surveys on BIGELOW.

Proposed Action

HENRY B. BIGELOW and ALBATROSS IV will be operated side-by-side on annual stock-assessment cruises to calibrate the new vessel with the time-series stock data collected for many years with ALBATROSS IV.

Benefits

Implementing advanced technologies incorporated in the new FSVs will enable NOAA to collect the best, scientifically valid assessment data.

Performance Goals and Measurement Data

This increase will support the objective, “Advance understanding and predict changes in the Earth’s environment to meet America’s economic, social, and environmental needs” under the Department of Commerce strategic goal of “Observe, protect, and manage the Earth’s resources to promote environmental needs.” Specifically, this increase supports the four NOAA Mission Goals and NOAA Critical Support objective “Increase number of ship operating days and aircraft flight hours that meet NOAA’s data collection requirements with high customer satisfaction" and the following performance measure.

Performance Goal: Supports All 5 NOAA Performance Goals HENRY B.BIGELOW Calibration/Operation Overlap with ALBATROSS—operating days	**FY 2005**	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**	**FY 2010**
ALABATROSS IV Without Increase	245	230 dry dock	245	N/A	N/A off line	0 off line
ALBATROSS IV With Increase	245	230 dry dock	220 begin phase out due to start of calibration/ overlap	N/A	N/A off line	0 off line
HENRY B. BIGELOW Without Increase	N/A	N/A	N/A	230	230	230
HENRY B. BIGELOW With Increase	N/A	N/A	260	260	260	260

	FY 2006 & Prior	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Estimate to Complete	Total Program Estimate
HENRY B. BIGELOW								
Change from FY 2007 Base		3,500	0	0	0	0		
Total Request	0	3,500	0	0	0	0	0	3,500

Hydro Survey Launch Construction (+0 FTEs and $2,400,000): NOAA requests 0 FTE and $2,400,000 for the construction of two (2) hydrographic survey launches equipped with multibeam sonar equipment. These new, more reliable survey launches increase the capacity of the NOAA fleet to collect hydrographic data. They are a force multiplier that contributes to the reduction of NOAA's backlog of surveys of navigationally significant areas.

Statement of Need
NOAA's hydrographic survey launches collect over half of the survey data acquired by NOAA Ships RAINER, THOMAS JEFFERSON, and FAIRWEATHER. They are force multipliers that enable each ship to survey multiple locations in a single day. This capability is especially critical in Alaska, where over half of the survey backlog exists and where the survey season is shorter due to weather conditions. The launches have lost a total of 33 days of operation due to age-related structural and mechanical problems. Launches typically survey 1 square nautical mile per day, so the lost days are equal to approximately a full hydrographic survey, which if contracted, would cost up to $1 million.

In addition, NOAA's survey launches were designed for only one sonar sensor. Thus, their generators are barely capable of powering the multiple sonar and survey systems that are now required to meet today's data acquisition standards. These generators will limit NOAA's ability to maintain core hydrographic expertise with today's modern survey technology. Furthermore, NOAA's survey launches have underpowered engines that are no longer manufactured. Higher-powered engines would produce shorter transit times to survey sites, higher data acquisition speeds, and emergency maneuver capability, which was lacking when a NOAA wage marine crewman lost his life when his launch was swamped by a rogue wave two years ago in Alaska.

NOAA’s hydrographic survey launches have an average age of 30 years. They have met or exceeded their useful life and are in need of replacement. Continual wear and tear of the survey launches will lead to more frequent maintenance downtime and will reduce their effective contribution to the critical backlog of navigationally significant area surveys.

Proposed Action
With this funding, NOAA will purchase and install in FY 2007 two brand new launches equipped with multibeam sonar systems, more powerful engines for shorter transit time, higher data acquisition speeds, and emergency maneuver capability. These modern launches will contain new generators to run the required equipment suites and structural modifications for crew safety and efficiency. The newer, faster launches will nearly double the rate of survey data acquisition production without an increase in sea-day or personnel costs and will provide safer platforms for deployed NOAA crews.

Benefits
New survey launches with greatly improved reliability, handling, and speed will enhance hydrographic data collection rates.

Performance Goals and Measurement Data
This increase will support the objective, “Advance understanding and predict changes in the Earth’s environment to meet America’s economic, social, and environmental needs” under the Department of Commerce strategic goal of “Observe, protect, and manage the Earth’s resources to promote environmental needs.” Specifically, this increase supports the NOAA Commerce and Transportation and Mission Support Goal and the following performance measure.

Performance Goal: Supports Fleet Service's 'Increase Ship Customer Satisfaction Rating' by providing new platforms for hydrographic surveys Hydro Survey Launch Construction (scale of 1-4, with 4 being highest score)	**FY 2005**	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**	**FY 2010**
Without Increase	N/A	N/A	N/A	N/A	N/A	N/A
With Increase	3.4	3.45	3.5	3.525	3.55	3.575

OUTYEAR FUNDING ESTIMATES (BA in Thousands)								
	FY 2006 & Prior	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Estimate to Complete*	Total Program Estimate
Hydro Survey Launch Construction								
Change from FY 2007 Base		2,400	2,400	2,400	2,400	1,200		
Total Request	0	2,400	2,400	2,400	2,400	1,200	0	$14,400

***** Outyear costs are estimates and subject to change. Future requests will be determined through the annual budget process.

Temporary Berthing for HENRY B. BIGELOW (+0 FTE and $1,000,000): NOAA requests 0 FTE and $1,000,000 to address berthing issues associated with delivery of NOAA's second new FSV, HENRY B. BIGELOW, which will be homeported in the northeastern United States. The BIGELOW will replace ALBATROSS IV after a one-to-two year comparative-trawl calibration. ALBATROSS IVand DELAWARE II are currently homeported at NOAA's Northeast Fisheries Science Center (NEFSC) at Wood Hole, Massachusetts. However, due to HENRY B. BIGELOW's larger size and draft, the current pier, bulkhead, and shoreside staging areas at the NOAA Facility are inadequate to support this new fisheries survey vessel. NOAA would use the funds requested to provide temporary berthing of the BIGELOW, while researching the best permanent pier site for BIGELOW. BIGELOW is scheduled to be delivered to Woods Hole in the third quarter of FY 2006. Another request for $3,500,000 for BIGELOW calibration with ALBATROSS, which it will replace, is included in the Fleet Replacement section above. In addition, $500,000 for first-year operations and maintenance of BIGELOW is included in the Marine Services section.

NOAA has an agreement with the Woods Hole Oceanographic Institute (WHOI) to provide temporary berthing on an as-available basis for the near term, but not indefinitely. There is no guarantee that space will always be available at WHOI to dock NOAA's three vessels. When a berth is not available at WHOI, NOAA will have to rent a berth in Massachusetts or Rhode Island.

Statement of Need
HENRY B. BIGELOW is currently under construction with a June 15, 2006 contract delivery date and a planned arrival in Woods Hole in late Summer, 2006. The requested $1,000,000 is needed to provide temporary berthing while researching the best permanent pier site for BIGELOW.

Proposed Actions
NOAA plans to rent temporary berths for BIGELOW

Benefits
Several ports were considered as potential homeports for BIGELOW—based on adequate water depth and traveling distance (within two hours from Woods Hole). However, all the sites will require a significant investment as well as permanent recurring costs to support the vessel and remote operation of NEFSC's science mission. NOAA will continue to search for alternative pier sites for BIGELOW. Renting a temporary berth will enable NOAA to dock HENRY B. BIGELOW as near as possible to the Northeast Fisheries Science Center, which the vessel was constructed to support.

Performance Goals and Measurement Data
This increase will support the objective, "Advance understanding and predict changes in the Earth's environment to meet America's economic, social, and environmental needs" under the Department of Commerce strategic goal of "Observe, protect, and manage the Earth's resources to promote environmental needs." Specifically, this increase supports the NOAA Mission Support Goal and the following performance measure.

Performance Goal: Mission Support Performance Measure Temporary Berthing for HENRY B. BIGELOW	**FY 2005**	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**	**FY 2010**
Without Increase	N/A	N/A	N/A	N/A	N/A	N/A
With Increase	N/A	N/A	Supports Facilities' "Increase number of facilities with improved collocation of NOAA services and partners	Supports Facilities' "Increase number of facilities with improved collocation of NOAA services and partners	Supports Facilities' "Increase number of facilities with improved collocation of NOAA services and partners	Supports Facilities' "Increase number of facilities with improved collocation of NOAA services and partners

OUTYEAR FUNDING ESTIMATE (BA in Thousands)								
	FY 2006 & Prior	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Estimate to Complete*	Total Program Estimate
Temporary Berthing for HENRY B. BIGELOW								
Change from FY 2007 Base		1,000	0	0	0	0		
Total Request	0	1,000	0	0	0	0	0	1,000

* Outyear costs are estimates and subject to change. Future requests will be determined through the annual budget process.

McARTHUR II/NANCY FOSTER/OSCAR ELTON SETTE Upgrades (0 FTE and $3,218,000): The McARTHUR II/NANCY FOSTER/OSCAR ELTON SETTE Upgrades are terminated because the upgrades will occur in FY 2006. No funding is required in FY 2007.

OUTYEAR FUNDING ESTIMATES (BA in Thousands)								
	FY 2006 & Prior	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Estimate to Complete*	Total Program Estimate
Upgrades: NANCY FOSTER/OSCAR DYSON/HI'IALAKAI FAIRWEATHER								
Change from FY 2007 Base		(3,186)	(3,186)	(3,186)	(3,186)	(3,186)		
Total Request	5,004	0	0	0	0	0	0	1,818

* Outyear costs are estimates and subject to change. Future requests will be determined through the annual budget process.