UNITED STATES AIR FORCE

Committee Staff Procurement Backup Book

Fiscal Year (FY) 2011 Budget Estimates

February 2010

AIRCRAFT PROCUREMENT, AIR FORCE

VOLUME II

OPR: SAF/FMB

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P-1M MODIFICATION REPORT - 11 PB (HQ USAF)

02/01/2010

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
B-2	P	_2035	EHF SATCOM Incremen								69.3	165.6	88.1	473.8	796.7
		_7646	Proximity Sensor Logic U		2.5	2.3									4.8
		110024	ALTERNATE HIGH FRE	30.5	8.7	7.0									46.2
		110026	EHF SATCOM & Compu							28.4	34.2	33.2	16.6	5.1	117.5
		110030	AFT DECK CRACKS	32.4						4.6	4.2	3.7		0.0	44.9
		110031	MAINTENANCE TRAIN	23.9	2.9	5.9	11.8			10.4	13.4	11.5	19.0		98.9
		110033	RADAR SYSTEM MODI	61.1	293.6	204.5	8.0			3.5					570.7
		110035	SUPPORTABILITY MOD	18.0	7.4	31.3	26.3			49.8	20.3	16.4	26.1	4.4	200.0
		110040	B-2 Massive Ordnance P			11.7	13.0								24.7
		110042	B-2 Viper Flight Line Pro			1.5	1.7								3.3
		110043	B-2 Adaptable Communi		10.3	0.0				3.2					13.5
		110045	COLT/TPS							2.3					2.3
		99999U	AAR-47 Upgrade	8.1	0.3	0.4	0.6			0.4	0.4	0.4	0.4		11.0
		99999X	LOW COST MODIFICAT	17.4	2.4	2.0	2.0			2.0	2.0	2.0	2.0		31.8
		Z88888	ADJUSTMENTS	0.0	18.7										18.7
	TOTAL FOR CLASS P			191.4	346.7	266.6	63.4	0.0	63.4	104.6	143.8	232.7	152.2	483.4	1984.8
	TOTAL FOR AIRCRAFT B-2			191.4	346.7	266.6	63.4	0.0	63.4	104.6	143.8	232.7	152.2	483.4	1984.8

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
B-1	P	_3944	ALQ-161A PREPROCE	25.0	0.6										25.6
		_8206	Mode S/Mode 5								3.9				3.9
		4280	FULLY INTEGRATED D				44.8			62.8	71.7	80.3	78.3	54.3	392.0
		4284	CITS UPGRADE				18.6			17.4	22.1	15.2	7.0	33.0	113.3
		4285	Gyro Stabilization Syste	11.9	16.8	15.3	15.0			8.6					67.6
		4286	Inertial Navigation Syste				20.3			47.8	21.1				89.2
		4288	Wheel&Brake Fuses			3.8	7.6								11.4
		4289	ENGINE FEED-LINE		1.4	1.7	2.1								5.3
		4291	B-1 TRAINING SUPPOR			0.4	0.4			0.4	0.4	0.4	0.4		2.4
		6882	Digital Communications	24.3	3.0										27.3
		7242	AN/ALQ-161A BAND 8	19.2	2.4										21.5
		8411	RADAR IMPROVEMEN			57.0	56.3			31.3	24.4				169.0
		8423	B-1 Link 16 Crypto							0.3	0.3	0.4	1.0		2.0
		8970	AN/ALQ-161A TAIL WA	17.2	0.5										17.7
		8971	VERTICAL SITUATION				34.9			24.6	34.7	29.1	8.6	138.3	270.1
		92294	LAPTOP CONTROLLED	57.2	1.2	3.3									61.8
		92297	Pylon for External Stores	18.3	3.3	17.2		8.5	8.5						47.3
		99999X	LOW COST MODIFICAT	0.0	0.6	0.1	0.1								0.8
	TOTAL FOR CLASS P			173.1	29.9	98.8	200.1	8.5	208.6	193.1	178.7	125.3	95.3	225.6	1328.3
	TOTAL FOR AIRCRAFT B-1			173.1	29.9	98.8	200.1	8.5	208.6	193.1	178.7	125.3	95.3	225.6	1328.3

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
B-52	P	3265	B-52 Anti-Skid Replacem								4.6	6.8	5.9	0.9	18.2
		3266	Correct B-52 APQ-166 R									42.6	106.4	495.2	644.2
		3309	AIRBORNE WIDEBAND							18.5	32.9	44.1	23.4	48.6	167.5
		3310	CONECT PHASE A	5.9	2.2	39.3	41.5			81.4	69.5	15.5	0.8		256.1
		4260	ADVANCED WEAPON I		6.5	18.5	24.5			43.6					93.1
		6885	B- 52 TRAINERS			2.2	2.2			2.2	2.3	2.3	2.3		13.5
		9709	GLOBAL AIR TRAFFIC							9.8	9.2				19.0
		99999X	LOW COST MODIFICAT	1.1	1.8	1.4	0.8			1.1	0.4	0.0	0.6		7.2
		Z88888	ADJUSTMENTS	9.6	13.8										23.4
	TOTAL FOR CLASS P			16.6	24.3	61.3	69.1	0.0	69.1	156.6	118.9	111.3	139.4	544.7	1242.1
	TOTAL FOR AIRCRAFT B-52			16.6	24.3	61.3	69.1	0.0	69.1	156.6	118.9	111.3	139.4	544.7	1242.1

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A-10	P	37120	DIGITAL DATA LINK	39.1	5.8	8.9	0.7			0.7					55.1
		7856	MODE S/5	21.2		7.4	4.4			7.1					40.1
		9601	ONBOARD OXYGEN G	7.1	1.3										8.3
		9604	Extended Duration Cover	37.2	0.0	10.0	0.0	16.5	16.5						63.7
		9804	A-10 Wing Replacement	141.0	94.5	194.7	152.0			148.1	148.8	137.8			1,017.0
		9805	PRECISION ENGAGEM	289.7	49.4	40.6	8.3								388.0
		99999X	LOW COST MODIFICAT												
	TOTAL FOR CLASS P			535.3	150.9	261.7	165.3	16.5	181.8	155.8	148.8	137.8	0.0	0.0	1572.3
	TOTAL FOR AIRCRAFT A-10			535.3	150.9	261.7	165.3	16.5	181.8	155.8	148.8	137.8	0.0	0.0	1572.3

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F-15	P	_1200	F-15C Avionics Replace			16.1	29.1			11.0					56.2
		_1202	F-15E AESA Radar				89.7			114.6	137.1	133.1	135.3	16.8	626.7
		_1202B	Computer Processor Mo								3.0	9.6	9.8		22.3
		_2222	32J Fuel Manifold Clamp	2.7	0.7										3.4
		1203	C/D Secondary Power S			1.3	1.3			1.3	1.3	1.7			6.7
		1204	E Secondary Power Syst			1.6	1.6			1.6	1.6				6.3
		1205	ADCP w/VSD								16.3	27.8	26.1		70.2
		1206	IRST								73.8	74.4	76.0	3.0	227.2
		1207	F-15E M-Code GPS							3.0	4.3	4.6			11.9
		1209	C/D Flight Data Recorder			10.5	11.4			11.2	0.7				33.8
		1210	F-15E Flight Data Recor			10.6	11.8			12.1	1.3				35.8
		6157	Antenna Test Station	13.0	4.5										17.5
		6158	F-15C/D APG-63(V)3 ra	335.0	34.0	31.7	92.1			93.6	112.5	112.4	93.3	4.6	909.2
		8265	PROGRAMMABLE ARM	11.6	0.0										11.7
		8353	F-15E -JOINT HELMET-	58.8	0.2	32.7									91.7
		8357	ADVANCED DISPLAY C	95.2	3.1										98.3
		8662	AETC MTD UPGRADES	1.3	0.5	1.0	1.0			1.0	1.0	1.0	1.1		7.9
		8703	F-15 A/D DIGITAL VIDE			5.5	13.7			3.3					22.5
		8705	F-15E DIGITAL VIDEO	17.7		6.1	10.4								34.1
		8742	TEWS INTERMEDIATE	20.3	0.4	2.5	8.7								31.8
		8755	E IFF MODE 5			29.7	29.6			15.4					74.7
		8756	Link 16 Cryptographic M				0.2			3.1	3.1	3.1	5.5		15.0
		8793	F-15E BLOS/SLOS	49.7	2.6	7.5									59.8
		8794	F-15C/D BLOS							28.2	35.0				63.2

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		99999U	LOW COST RETROFIT	2.2	2.0	0.9	0.9			1.1					7.1
		99999X	LOW COST MODIFICAT	3.7	1.2	1.4	0.8			1.1					8.3
		Z88888	ADJUSTMENTS	0.0	0.0										0.0
	TOTAL FOR CLASS P			611.3	49.2	159.0	302.2	0.0	302.2	301.5	390.9	367.8	346.9	24.3	2553.2
	TOTAL FOR AIRCRAFT F-15			611.3	49.2	159.0	302.2	0.0	302.2	301.5	390.9	367.8	346.9	24.3	2553.2

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F-16	P-S	618270	DIGITAL FLIGHT CONT	1.4	1.5	0.9	0.9			0.4					5.1
		F19424	F110 ENGINE SERVICE	209.8	39.7	55.2	15.0								319.7
	TOTAL FOR CLASS P-S			211.2	41.2	56.2	15.9	0.0	15.9	0.4	0.0	0.0	0.0	0.0	324.8
	P	4260	ADVANCED WEAPON I	51.6	0.2										51.8
		602043	BLOCK 42 ANG RE-EN	167.3	26.3										193.6
		602149	MMC 7000	70.3	6.8	32.5	17.4			0.5					127.5
		602150	MODULAR MISSION C	493.4	17.0	4.3									514.7
		6023	FALCON STAR	282.2	52.8	46.0	31.7			24.8	14.0				451.6
		604050	EMBEDDED GPS/INS (	9.3	12.0	21.5	17.8			9.1					69.7
		610250	COLOR DISPLAYS - CC	267.6	12.1	3.2									282.8
		610430	Commercial Flight Contr		9.9										9.9
		612130	ADVANCED IDENTIFIC	3.5	34.2										37.7
		612150	AIR-TO-AIR INTERROG	113.5	26.6										140.1
		612151	MODE 5 IDENTIFICATI				32.5			22.2					54.7
		612152	MODE S IDENTIFICATI	14.0	6.2	10.7	12.0			3.6					46.4
		618210	BLK 40/50 SECURE LIN	61.1	20.2	5.0	1.7			0.8	0.3				89.0
		618220	BLOS	3.7	68.4	0.0	18.3			6.5					96.9
		618240	BLK 30 BEYOND LINE	11.7		16.0	10.0			1.9					39.6
		624050	ADVANCED DATA TRA		16.3	16.8									33.1
		6300	ON BOARD OXYGEN G	36.1		3.5	5.1			6.5	0.9				52.1
		650050	JOINT HELMET MOUN	256.2	4.3	0.8									261.3
		661650	LINK 16 - CCIP	169.0	4.6	1.3									174.9
		661652	Link 16 Crypto							3.9	3.9	3.9	7.3		18.9

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		8662	AETC MTD UPGRADES	62.0	11.7	4.6	4.7			4.8	4.9	5.0	5.0		102.6
		99999E	MISC ENGINE UPDATE	11.9	1.3										13.2
		99999X	LOW COST MODIFICAT	12.1	1.0	0.4	0.1			1.2	1.3	0.7	0.7		17.6
	TOTAL FOR CLASS P			2096.4	331.8	166.6	151.3	0.0	151.3	85.8	25.2	9.6	13.0	0.0	2879.8
	TOTAL FOR AIRCRAFT F-16			2307.6	373.0	222.8	167.2	0.0	167.2	86.2	25.2	9.6	13.0	0.0	3204.6

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F-22	P	F22001	COMMON CONFIGURA	282.3	173.5	2.6	178.4			124.3	31.9	35.9	27.5		856.4
		F22003	INCREMENT 3.1	44.6	26.1	83.2	59.9			67.2	34.5	10.4	10.3	4.4	340.7
		F22004	Low Cost Mod Weapon	9.8	1.9	0.5	1.9			1.4	1.3	1.3	1.3	4.0	23.4
		F22006	Reliability & Maintainability	161.4	97.0	60.7	84.6			76.3	78.6	68.7	32.7	122.4	782.5
		F22014	F119 Engine Modificatio	12.5	6.0	9.1	39.8			36.1	45.6	71.1	31.9	313.1	565.3
		F22019	INCREMENT 3.2 (Drop									89.1	123.7	447.5	660.3
		F22020	Warfighter Urgent Requir	4.0	4.7		0.5			0.5	0.5	0.5	0.5		11.2
		F22021	Arresting Gear System							2.5	5.2				7.7
		F22022	Structures Retrofit Plan			20.5	60.0			64.5	65.8	63.3	27.7	16.3	318.1
		F22023	EW2K				7.0			7.0					14.0
		F22024	Trainers Common Config		13.3		52.6			4.0	19.8		0.0	88.6	178.3
		F22027	KOV20				7.5			6.1	4.7	1.3			19.5
	TOTAL FOR CLASS P			514.7	322.5	176.7	492.2	0.0	492.2	389.9	287.9	341.6	255.6	996.4	3777.5
	TOTAL FOR AIRCRAFT F-22			514.7	322.5	176.7	492.2	0.0	492.2	389.9	287.9	341.6	255.6	996.4	3777.5

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JSF	P	F3512	JSF F35 Mod				94.2			8.3	5.0	3.5	31.5		142.5
	TOTAL FOR CLASS P			0.0	0.0	0.0	94.2	0.0	94.2	8.3	5.0	3.5	31.5	0.0	142.5
	TOTAL FOR AIRCRAFT JSF			0.0	0.0	0.0	94.2	0.0	94.2	8.3	5.0	3.5	31.5	0.0	142.5

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C-5	P	6032	COMPARTMENT FLOO	6.9	0.4	0.6									7.9
		6038	AVIONICS MODERNIZA	549.5	94.9	72.6	0.0								717.0
		6154	C-5 RELIABILITY ENHA	156.9	280.1	462.7	0.0							0.0	899.7
		8629	LARGE AIRCRAFT INF	69.9	109.3	76.6	4.9	73.4	78.3	3.2	3.2	5.4	5.5		351.4
		8662	AETC MTD UPGRADES	3.8	1.0										4.8
		8763	MADARS III	8.9	0.5										9.4
		8869	Defensive System Install	17.3	14.4	4.8									36.5
		8965	C-5 Fleet Blk Upgrade 0				21.3								21.3
		99999X	LOW COST MODIFICAT	4.4	0.3	0.1	0.9			1.0	1.0	1.0	1.0		9.6
	TOTAL FOR CLASS P			817.6	501.0	617.3	27.1	73.4	100.5	4.2	4.2	6.3	6.5	0.0	2057.6
	TOTAL FOR AIRCRAFT C-5			817.6	501.0	617.3	27.1	73.4	100.5	4.2	4.2	6.3	6.5	0.0	2057.6

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C-5 AMP	P	6038	AVIONICS MODERNIZA				36.8								36.8
	TOTAL FOR CLASS P			0.0	0.0	0.0	36.8	0.0	36.8	0.0	0.0	0.0	0.0	0.0	36.8
	TOTAL FOR AIRCRAFT C-5 AMP			0.0	0.0	0.0	36.8	0.0	36.8	0.0	0.0	0.0	0.0	0.0	36.8

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C-5 RERP	P	6154	C-5 RELIABILITY ENHA				676.5			950.5	1,045.6	1,136.4	324.9		4,133.8
	TOTAL FOR CLASS P			0.0	0.0	0.0	676.5	0.0	676.5	950.5	1045.6	1136.4	324.9	0.0	4133.8
	TOTAL FOR AIRCRAFT C-5 RERP			0.0	0.0	0.0	676.5	0.0	676.5	950.5	1045.6	1136.4	324.9	0.0	4133.8

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02/01/2010

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
C-5 AP	P	C5 AP	C-5 Advance Procureme	105.5	50.8	108.3	166.9			175.3	175.8				782.6
	TOTAL FOR CLASS P			105.5	50.8	108.3	166.9	0.0	166.9	175.3	175.8	0.0	0.0	0.0	782.6
	TOTAL FOR AIRCRAFT C-5 AP			105.5	50.8	108.3	166.9	0.0	166.9	175.3	175.8	0.0	0.0	0.0	782.6

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P-1M MODIFICATION REPORT - 11 PB (HQ USAF)

02/01/2010

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
C-9	P	99999S	SERVICE BULLETINS		0.0	0.0	0.0			0.0					0.0
		99999X	LOW COST MODIFICAT		0.0	0.0	0.0			0.0					0.0
	TOTAL FOR CLASS P			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	TOTAL FOR AIRCRAFT C-9			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
C-17	P	_1155	RNP - RNAV/VNAV Cap								0.5	0.9	1.3	6.9	9.6
		_1463	Advanced Situational Aw									2.0	13.0	122.6	137.6
		_2000	Pylon Stub FFLZ, FF, Tr	15.7	3.4	16.2	21.2			23.2	7.7	15.4	0.5	2.7	106.0
		_2590	ELT Frequency Change			3.2	2.0			2.0	2.0	0.5			9.8
		_2633	MFOQA				2.5			2.9	2.7	2.7			10.8
		_2703	IFF GATM Enhanced Mo	0.5	4.5										5.0
		_2901	Next Gen CNS/ATM Sys								1.0	1.0	2.3	153.1	157.5
		_3080	Replacement Heads Up									0.7	23.0	161.6	185.3
		_359	C-17 Sim Threat Generat		4.3	3.2	3.3			1.2					12.0
		_4716	Block 19							2.5	4.5	23.0	35.0	124.9	189.9
		_8962	Block 13 to 17 Retrofit	264.8	170.0	102.0	182.3			107.5	92.0	61.9	86.2	226.1	1,292.7
		6402	OBIGGS II	47.0	20.8	26.9	29.5			22.6	15.6	37.9	38.9	316.3	555.6
		6412	EXTENDED RANGE RE	105.3	29.9	50.5	49.4			46.7	41.0	57.9	102.4	1,057.9	1,541.0
		8629	LARGE AIRCRAFT INF	730.5	94.5	267.9	59.4	224.4	283.9	45.0	174.8	177.9	181.1		1,955.7
		99999X	LOW COST MODIFICAT		2.0	2.0	2.0			2.0		2.0	2.0	6.0	18.0
		Z88888	ADJUSTMENTS	0.0	3.0										3.0
	TOTAL FOR CLASS P			1163.8	332.4	471.9	351.6	224.4	576.0	255.6	342.0	383.9	485.7	2178.2	6189.5
	TOTAL FOR AIRCRAFT C-17			1163.8	332.4	471.9	351.6	224.4	576.0	255.6	342.0	383.9	485.7	2178.2	6189.5

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
C-21	P	99999S	SERVICE BULLETINS	0.0	0.9	0.1	0.1			0.1	0.1	0.2	0.1		1.6
		99999X	LOW COST MODIFICAT	0.9	0.0	0.4	0.2			0.2	0.1	0.0	0.1		2.0
	TOTAL FOR CLASS P			0.9	0.9	0.6	0.3	0.0	0.3	0.3	0 .1	0.2	0.2		3.7
	TOTAL FOR AIRCRAFT C-21			0.9	0.9	0.6	0.3	0.0	0.3	0.3	0.2	0.2	0.2		3.7

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
C-32	P	0707	COMM MOD	39.6	5.7		10.4			10.0	0.5				66.1
		99999S	SERVICE BULLETINS	0.0	0.1	0.0	0.2			0.2	0.0	0.0	0.0		0.6
		99999SG	SERVICE BULLETINS -	0.8	0.8	0.9	0.7			0.7	0.9	0.9	0.9		6.8
		99999X	LOW COST MODIFICAT		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
		99999XG	LOW COST MODS - AN	0.8	0.8	0.8	0.8			0.8	0.8	0.8	0.9		6.5
	TOTAL FOR CLASS P			41.3	7.4	1.7	12.1	0.0	12.1	11.7	2.2	1.8	1.8	0.0	80.0
	TOTAL FOR AIRCRAFT C-32			41.3	7.4	1.7	12.1	0.0	12.1	11.7	2.2	1.8	1.8	0.0	80.0

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02/01/2010

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
C-37	P	0707	COMM MOD	12.0	1.0		11.7			11.6	7.8	9.4	9.6		63.2
		99999S	SERVICE BULLETINS	0.3	0.3	0.3	0.3			0.3	0.3	0.3	0.3		2.4
		99999X	LOW COST MODIFICAT	0.1	0.1	0.1	0.1			0.1	0.2	0.2	0.2		1.1
	TOTAL FOR CLASS P			12.5	1.4	0.4	12.2	0.0	12.2	12.0	8.3	9.9	10.1	0.0	66.7
	TOTAL FOR AIRCRAFT C-37			12.5	1.4	0.4	12.2	0.0	12.2	12.0	8.3	9.9	10.1	0.0	66.7

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02/01/2010

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
GLID00	P	99999X	LOW COST MODIFICAT	2.6	0.2	0.1	0.1			0.1	0.1	0.1	0.1		3.6
	TOTAL FOR CLASS P			2.6	0.2	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.0	3.6
	TOTAL FOR AIRCRAFT GLID00			2.6	0.2	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.0	3.6

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02/01/2010

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
T-6	P	37222	Landing Gear Shimmy				0.6			0.7	0.8	0.8	0.8	4.7	8.3
		37224	Power Control Lever				0.1			0.3	1.9	1.4			3.7
		37225	OBOGS Low Pressure S			1.1	2.0			2.1	1.3				6.6
		37226	Landing Gear Door Sprin			0.2	1.6			2.1					3.8
		37227	IDARS-MFOQA			4.4	0.3								4.6
		37229	ATD Visual System Retr				5.6			5.7	5.2	6.5			23.1
		9847	Avionics Obsolesence	3.5	4.5	1.0	1.3			2.2	0.7	0.4	7.5		21.1
		9848	Trim Actuator Redesign	0.9	0.8	0.5				0.1					2.3
		9854	Oil Pressure Annunciatio	1.0	0.0										1.0
		9857	Traffic Advisory System	2.3	6.6	9.6	9.4			1.4					29.3
		9871	COCKPIT UPGRADES	5.4	0.8	0.5	0.0								6.7
		9873	Canopy Fracture Initiatio			2.0				2.0	2.1	2.1			8.2
		9874	T-6 ENGINE MODIFICA			9.8				11.5	1.0	0.7	3.8		26.8
		9875	LANDING GEAR HAND			0.7	0.8								1.5
		9876	AIRFRAME STRUCTUR	7.5	5.9	1.3	0.9			1.4	1.3	2.5	2.7		23.6
		99999X	LOW COST MODIFICAT	2.4	2.0	2.0	2.0			2.0	2.0	2.0	2.0		16.4
	TOTAL FOR CLASS P			23.0	20.7	33.0	24.6	0.0	24.6	31.5	16.3	16.5	16.8	4.7	187.0
	TOTAL FOR AIRCRAFT T-6			23.0	20.7	33.0	24.6	0.0	24.6	31.5	16.3	16.5	16.8	4.7	187.0

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
T-1	P	8996	COMBAT SYSTEMS OF	18.7	10.2	0.0	0.0								29.0
		99999X	LOW COST MODIFICAT	0.2	0.0	0.0	0.0			0.3	0.3	0.3	0.3		1.4
	TOTAL FOR CLASS P			19.0	10.2	0.0	0.1	0.0	0.1	0.3	0.3	0.3	0.3	0.0	30.5
	TOTAL FOR AIRCRAFT T-1			19.0	10.2	0.0	0.1	0.0	0.1	0.3	0.3	0.3	0.3	0.0	30.5

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
T-38	P-S	99999A	LOW COST SAFETY M	0.1	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.2
	TOTAL FOR CLASS P-S			0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
	P	37228	T-38 IMPROVED BRAK		1.7										1.7
		6034	T-38 PROPULSION MO	628.4	20.2	13.7									662.3
		6087	T-38 ESCAPE SYSTEM	106.8	24.5	16.5	6.6			3.3	2.2				160.0
		6088	Pacer Classic III			30.6	21.7			29.1	30.5	21.0	21.4	41.7	195.9
		99999X	LOW COST MODIFICAT	2.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0		2.0
	TOTAL FOR CLASS P			737.2	46.4	60.9	28.3	0.0	28.3	32.4	32.7	21.0	21.4	41.7	1022.0
	TOTAL FOR AIRCRAFT T-38			737.3	46.4	60.9	28.3	0.0	28.3	32.4	32.7	21.0	21.4	41.7	1022.2

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T-43	P	99999S	SERVICE BULLETINS	2.3	0.2										2.4
		99999X	LOW COST MODIFICAT	0.9	0.0										1.0
		Z88888	ADJUSTMENTS	1.8	0.0										1.8
	TOTAL FOR CLASS P			5.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2
	TOTAL FOR AIRCRAFT T-43			5.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2

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KC-10	P-S	99999A	LOW COST SAFETY M	0.0	0.0	0.0									0.0
	TOTAL FOR CLASS P-S			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	P	7726	CNS/ATM							35.7	72.3	72.4	35.5		215.9
		7727	Boom Control Unit (BCU)				2.2			1.9					4.0
		7728	Mode 5				2.1			2.5	7.9	0.6			13.1
		7729	Visual System Replacem			6.3	6.4								12.7
		7730	UHF SATCOM Antenna					3.5	3.5						3.5
		99999S	SERVICE BULLETINS	1.9	1.9	3.1	3.1			5.4	1.4	3.8	4.6		25.2
		99999X	LOW COST MODIFICAT	3.9	0.0	0.0	0.0			0.0	0.0	0.0	0.0		4.0
	TOTAL FOR CLASS P			5.7	1.9	9.4	13.8	3.5	17.3	45.5	81.5	76.8	40.2	0.0	278.4
	TOTAL FOR AIRCRAFT KC-10			5.7	1.9	9.4	13.8	3.5	17.3	45.5	81.5	76.8	40.2	0.0	278.4

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C-12	P	6160	DEFENSIVE SYSTEMS				5.9								5.9
		9144	C-12 ISR Modifications	61.6	385.4										447.0
		99999S	SERVICE BULLETINS	0.1	0.1	0.0	1.5			1.6	1.7	1.7	1.8		8.7
		99999X	LOW COST MODIFICAT	0.3	0.4	0.0	0.1			0.1	0.1	0.1	0.1		1.4
	TOTAL FOR CLASS P			62.1	385.9	0.0	7.6	0.0	7.6	1.8	1.9	1.9	2.0	0.0	463.1
	TOTAL FOR AIRCRAFT C-12			62.1	385.9	0.0	7.6	0.0	7.6	1.8	1.9	1.9	2.0	0.0	463.1

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MC-12W	P	9144	C-12 ISR Modifications			177.5	10.8			11.2	11.6	12.0	12.3		235.3
	TOTAL FOR CLASS P			0.0	0.0	177.5	10.8	0.0	10.8	11.2	11.6	12.0	12.3	0.0	235.3
	TOTAL FOR AIRCRAFT MC-12W			0.0	0.0	177.5	10.8	0.0	10.8	11.2	11.6	12.0	12.3	0.0	235.3

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C-20	P	0707	COMM MOD	35.5	1.0	0.2	0.2			0.2	1.0				38.0
		99999S	SERVICE BULLETINS	0.4	0.2	0.1	0.1			0.1	0.1	0.1	0.1		1.1
		99999X	LOW COST MODIFICAT	0.2	0.2	0.5	0.4			0.1	0.1	0.1	0.1		1.7
	TOTAL FOR CLASS P			36.0	1.4	0.7	0.7	0.0	0.7	0.4	1.2	0.2	0.2	0.0	40.9
	TOTAL FOR AIRCRAFT C-20			36.0	1.4	0.7	0.7	0.0	0.7	0.4	1.2	0.2	0.2	0.0	40.9

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C-25	P	_6638	Airborne Information Ma	37.8	59.7	15.0	13.0								125.6
		99999S	SERVICE BULLETINS	2.4	0.7	0.5	0.1			0.4	0.3	0.4	0.3		5.1
		99999X	LOW COST MODIFICAT	0.0	0.2	0.1	0.1			0.2	0.2	0.1	0.1	0.2	1.2
	TOTAL FOR CLASS P			40.2	60.7	15.6	13.2	0.0	13.2	0.5	0.5	0.5	0.4	0.2	131.9
	TOTAL FOR AIRCRAFT C-25			40.2	60.7	15.6	13.2	0.0	13.2	0.5	0.5	0.5	0.4	0.2	131.9

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C-40	P	0707	COMM MOD	35.9	5.7		10.5			9.9					62.0
		99999S	SERVICE BULLETINS	0.1	0.1	0.2	0.1			0.1	0.1	0.1	0.1		1.0
		99999X	LOW COST MODIFICAT	2.0	0.1	0.1	0.1			0.1	0.1	0.1	0.1		2.8
	TOTAL FOR CLASS P			38.0	5.9	0.3	10.7	0.0	10.7	10.2	0.2	0.2	0.3	0.0	65.8
	TOTAL FOR AIRCRAFT C-40			38.0	5.9	0.3	10.7	0.0	10.7	10.2	0.2	0.2	0.3	0.0	65.8

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
C-130	P-S	99999A	LOW COST SAFETY M	0.1	1.4	1.9	1.9			0.0	1.9	0.0	1.9	3.8	13.0
	TOTAL FOR CLASS P-S			0.1	1.4	1.9	1.9	0.0	1.9	0.0	1.9	0.0	1.9	3.8	13.0
	P	11130	PODDED RECONNAIS	6.7	0.4	3.6									10.7
		8220	ALR-69 (RWR)	76.3	22.9										99.2
		8455	INSTALLATION OF AN/	115.4	14.0	0.7	1.3								131.4
		8517	C-130 AVIONICS MODE	28.1	184.1	0.0	169.8			260.8	371.1	494.3	645.0	2,449.3	4,602.5
		8526	ENHANCED TCAS (TC	201.8	0.7										202.4
		8578	C-130 SYSTEMS/STRU	392.9	66.3	55.9	62.7			25.3	53.1	34.0	13.6	152.9	856.7
		8579	Mode S & 8.33 MHz Upg			28.0									28.0
		8591	ALR-69 UPGRADE	16.6	10.5	1.6									28.7
		8629	LARGE AIRCRAFT INF	421.7	134.1	120.4	1.0	132.0	133.0	1.0	1.1	1.1	1.1		813.4
		8678	HC-130 SIMULATOR	35.3	0.2										35.6
		9126	AC-130 LINK 16 GUNSH	32.8	0.6										33.4
		9134	NOISE CANCELLATION	6.8	1.6	2.4									10.8
		9135	AC-130 OUTER WING			0.8	2.1			2.1	1.1	1.2	1.2		8.6
		9136	AIRBORNE RECONN S		43.5										43.5
		9137	HC-130 8.33 RADIOS			12.6	4.1			3.4	1.9				22.1
		9139	MOD V IFF							21.4	6.5	3.6	1.6		33.1
		9141	C-130 CRASHWORTHY	1.2			8.6								9.8
		9142	Tactics/Threat Generatio			9.0									9.0
		9145	Blue Force Tracker					0.4	0.4						0.4
		9146	Armor Plate					2.5	2.5						2.5
		9147	ENGINE OIL COOLER					3.4	3.4						3.4

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
		9148	Square Window Troop D					28.4	28.4						28.4
		92292	C-130 WINDSCREEN	2.5	0.9										3.3
		92299	AFSOC SIMULATOR U	5.3	0.6										6.0
		99999M	MISC SIMULATOR UPD	0.0	1.4	1.9	1.9			0.0	1.9	0.0	1.9	3.8	12.8
		99999S	SERVICE BULLETINS	0.4	1.4	1.9	1.9			0.0	1.9	0.0	0.4	3.8	11.7
		99999X	LOW COST MODIFICAT	12.5	2.0	1.9	1.9			0.0	1.9	0.0	1.9	3.8	25.9
		GW111	ELT UPGRADE			13.9									13.9
		SCOUT	ANG SENIOR SCOUT	98.0	58.6	16.6									173.2
	TOTAL FOR CLASS P			1454.3	543.6	271.3	255.4	166.7	422.1	314.1	440.5	534.1	666.8	2613.7	7260.5
	TOTAL FOR AIRCRAFT C-130			1454.4	545.0	273.2	257.3	166.7	424.0	314.1	442.4	534.1	668.7	2617.5	7273.5

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
C-130Intel	P-S	SCOUT	ANG SENIOR SCOUT				4.0	10.9	14.9	4.0	7.2	6.4	6.6		39.1
	TOTAL FOR CLASS P-S			0.0	0.0	0.0	4.0	10.9	14.9	4.0	7.2	6.4	6.6	0.0	39.1
	TOTAL FOR AIRCRAFT C-130Intel			0.0	0.0	0.0	4.0	10.9	14.9	4.0	7.2	6.4	6.6	0.0	39.1

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
C-130J	P	_1680	C-130J Tactics Training				3.3								3.3
		_1701	C-130J BLOCK 6.0 UPG	18.0	0.3										18.4
		_2612	Avionics System and Str	35.2	23.9	0.2	16.4								75.7
		_5222	BLOCK 8.0										49.6	244.6	294.1
		_5296	Wind Gust Brake	6.2	8.0	7.3	3.2								24.7
		_6298	C-130J BLOCK 7.0 UPG							31.1	58.0	60.6	11.6		161.2
		8629	LARGE AIRCRAFT INF		9.0		55.3			42.7	8.5	8.6	8.8	0.6	133.5
		99999X	LOW COST MODIFICAT	3.0	2.0	1.0	2.0			2.0	2.0	2.0	2.0		16.0
		Z88888	ADJUSTMENTS	6.0	0.0										6.0
	TOTAL FOR CLASS P			68.5	43.3	8.5	80.2	0.0	80.2	75.8	68.5	71.2	71.9	245.2	733.0
	TOTAL FOR AIRCRAFT C-130J			68.5	43.3	8.5	80.2	0.0	80.2	75.8	68.5	71.2	71.9	245.2	733.0

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
C-135	P-S	99999A	LOW COST SAFETY M	0.3	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.4
	TOTAL FOR CLASS P-S			0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
	P	8653	BLOCK 45		0.0		8.4			31.1	42.7	48.6	52.1	322.1	505.0
		8654	ENHANCED MODE S	18.5	7.9	16.4	0.5								43.3
		9709	GATM PHASE II	689.2	118.9	96.9	8.8			0.0					913.8
		9738	CONTROL COLUMN A	36.3	4.9										41.2
		9817	MODE 5			1.5	12.6			5.8					19.9
		9818	VOR/ILS ANTENNAE			2.0	2.8			2.9	2.6	2.8	2.3	0.7	16.1
		9819	Visual System Replacem			11.6	9.1			21.1	12.9				54.7
		9820	APU Oil Cooler			15.3									15.3
		9821	Electronic Cabinet Cover			1.6									1.6
		9822	KC-135 Podded LAIRCM			1.2									1.2
		99999X	LOW COST MODIFICAT	15.3	2.0	1.6	2.0			2.0	1.1	0.8	0.8		25.6
	TOTAL FOR CLASS P			759.3	133.8	148.1	44.2	0.0	44.2	62.9	59.3	52.2	55.2	322.8	1637.8
	TOTAL FOR AIRCRAFT C-135			759.6	133.8	148.1	44.2	0.0	44.2	62.9	59.3	52.2	55.2	322.8	1638.2

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
CCALL	P	1001	COMPASS CALL		24.5	29.1	176.6	10.0	186.6	122.5	77.2	58.1	60.1		558.0
	TOTAL FOR CLASS P			0.0	24.5	29.1	176.6	10.0	186.6	122.5	77.2	58.1	60.1	0.0	558.0
	TOTAL FOR AIRCRAFT CCALL			0.0	24.5	29.1	176.6	10.0	186.6	122.5	77.2	58.1	60.1	0.0	558.0

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
DARP	P	_2504	COBRA BALL		20.8	14.5	11.4			20.5	20.9	21.2	21.6		131.0
		4263	RIVET JOINT		82.3	93.7	84.1			134.5	137.4	143.6	146.3		822.1
		4265	COMBAT SENT		9.8	9.9	10.0			10.1	10.3	10.5	10.7		71.3
	TOTAL FOR CLASS P			0.0	112.9	118.2	105.5	0.0	105.5	165.2	168.6	175.3	178.6	0.0	1024.4
	TOTAL FOR AIRCRAFT DARP			0.0	112.9	118.2	105.5	0.0	105.5	165.2	168.6	175.3	178.6	0.0	1024.4

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
E-3	P	50001P	TSI	35.4	3.2	2.5	2.8			2.9	3.1	3.4	3.7		57.0
		50001T	BLOCK 40/45 UPGRAD	2.6	66.1	61.5	172.9			121.3	157.1	179.0	175.1		935.5
		7225	NEXT GENERATION ID				6.9			23.7	23.2	28.2			82.0
		7267	NAVWAR	9.3	3.4	1.4									14.0
		7268	INTEGRATED DAMA G	119.9	7.0	3.5									130.4
		8662	AETC MTD UPGRADES	0.6		2.4	2.5			2.5	2.6	2.6	2.7		15.9
		9707	RM&A MODS	129.6	16.5	7.7	10.1			10.5	13.4	14.3	14.5		216.6
		9709	GLOBAL AIR TRAFFIC									6.6	57.3		63.9
	TOTAL FOR CLASS P			297.4	96.2	79.0	195.2	0.0	195.2	161.0	199.4	234.1	253.2	0.0	1515.3
	TOTAL FOR AIRCRAFT E-3			297.4	96.2	79.0	195.2	0.0	195.2	161.0	199.4	234.1	253.2	0.0	1515.3

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
E-4	P	_3450	Secure Data Crypto								4.1				4.1
		3410	NPES (NC2AIS) E-4B	7.3	0.6	0.7	0.7			0.7	0.7	0.7	0.7		12.0
		4383A	Message Processing Sy	10.0	0.8	4.1	2.8			2.1					19.8
		4389	C-3 UHF DIGITIZATION		3.9	2.1	2.4								8.3
		4390	E-4B KG-3X MODERNIZ	0.2	0.1	0.5	0.5								1.3
		4391	SHF MUX UPGRADE				0.3			0.4					0.7
		4393	STU III Replacement		12.6	6.2									18.8
		4394	Enhanced Mode S	2.6	0.4	0.3	0.6								3.9
		4399	MILSTAR Ultra High Fre			3.6	4.8			7.7	0.6	0.5			17.2
		4402	Crypto Update		2.0										2.0
		4403	E-4B NAOC High Speed				7.5								7.5
		4404	E-4B NAOC Modification		30.6	50.4									81.0
		4406	Secure, Survivable Voice				7.0			6.0	8.5	5.9	6.0		33.4
		9709D	E-4B COMMUNICATION				1.6			5.1	3.1	3.1	3.2		16.1
		99999S	SERVICE BULLETINS	53.0	3.1	3.0	7.4			4.0	5.0	5.3	5.3		86.1
		99999X	LOW COST MODIFICAT	20.0	2.0	2.0	2.0			2.0	1.8	2.0	2.0		33.8
		Z88888	ADJUSTMENTS	0.0	0.1										0.1
	TOTAL FOR CLASS P			93.1	56.1	72.8	37.5	0.0	37.5	28.0	23.8	17.5	17.2	0.0	346.1
	TOTAL FOR AIRCRAFT E-4			93.1	56.1	72.8	37.5	0.0	37.5	28.0	23.8	17.5	17.2	0.0	346.1

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
E-8C	P	38198	Prime Mission Equipmen				36.8			57.3	32.8	27.6	14.4		169.0
		38199	JSTARS Re-engining	113.8	5.7	54.1	120.4			17.8	13.4	17.3			342.6
		38200	RELIABILITY, MAINTAI	61.8	3.8	2.2	5.2			5.9	5.1	4.7	3.8		92.6
		38203	KILL CHAIN ENHANCE	90.8	17.5	17.5	5.4			2.5	2.7	2.7	1.3		140.4
		38205	JTRS INTEGRATION				8.2			3.2	6.5	12.0	8.6		38.5
		38206	Communications Navigat	17.6						14.3	26.2	19.7	7.1		84.9
		38208	Enhanced Land Maritime	19.9	19.9	1.0	0.8								41.6
	TOTAL FOR CLASS P			303.9	47.0	74.8	176.8	0.0	176.8	101.1	86.7	84.1	35.3	0.0	909.7
	TOTAL FOR AIRCRAFT E-8C			303.9	47.0	74.8	176.8	0.0	176.8	101.1	86.7	84.1	35.3	0.0	909.7

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
H-1	P-S	8846	UH-1N TAIL BOOM REP	9.7	2.9	0.8	0.8								14.1
	TOTAL FOR CLASS P-S			9.7	2.9	0.8	0.8	0.0	0.8	0.0	0.0	0.0	0.0	0.0	14.1
	P	_1135	UH-1N SIMULATOR UP	9.0	1.2										10.2
		_2802	HUEY II MODERNIZATI	93.9	7.9	16.7	1.0			1.0	1.0	1.0	1.0		123.4
		99999X	LOW COST MODIFICAT	5.4	1.2	0.7	0.7			1.5	1.5	1.6	1.6		14.2
	TOTAL FOR CLASS P			108.2	10.3	17.5	1.7	0.0	1.7	2.5	2.5	2.5	2.6	0.0	147.8
	TOTAL FOR AIRCRAFT H-1			117.9	13.2	18.3	2.5	0.0	2.5	2.5	2.5	2.5	2.6	0.0	161.9

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
HH-60	P	_1072	Dual Enginer Contingenc	12.6	0.2										12.8
		8258	FLIR	38.8		40.0		81.0	81.0						159.8
		8496	KIRTLAND SIM UPGRA	36.8	1.0										37.8
		8560	SERVICE LIFE EXTENS	15.3	6.9	7.1	7.2			3.7	1.3	4.8	4.9		51.1
		8563	LIGHTWEIGHT AIRBOR	21.1		2.1				1.8	1.5				26.5
		8841	Situation Awareness Dat	19.2	3.6	1.8	0.5								25.1
		8844	Multi-function Color Displ	21.7	1.8	1.4	1.7			4.0	1.3				31.9
		8850	MODE 5				1.8			4.9	4.9	4.3			15.8
		8851	Gun Replacement			10.0									10.0
		99999S	SERVICE BULLETINS	0.1	0.5	0.0	0.0			0.0	0.0	0.0			0.6
		99999X	LOW COST MODIFICAT	0.9	1.7	1.6	0.5			1.4	1.1	0.4			7.6
		ARR	701C ENGINE AND GE	65.9	0.4										66.3
		T8415	UPGRADE COMMUNIC	153.9	1.0										154.9
	TOTAL FOR CLASS P			386.3	17.2	64.0	11.6	81.0	92.6	15.7	10.1	9.5	4.9	0.0	600.3
	TOTAL FOR AIRCRAFT HH-60			386.3	17.2	64.0	11.6	81.0	92.6	15.7	10.1	9.5	4.9	0.0	600.3

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
HAEUAV	P	470001	GH Aircraft Mods	24.7	101.8	132.5	118.6			89.5	46.6	59.2	57.6		630.5
		470003	GH Ground Station Mods	6.9	1.8	2.4	0.8			11.1	10.0	5.1	7.9		46.1
	TOTAL FOR CLASS P			31.7	103.7	134.9	119.4	0.0	119.4	100.6	56.6	64.3	65.6	0.0	676.6
	TOTAL FOR AIRCRAFT HAEUAV			31.7	103.7	134.9	119.4	0.0	119.4	100.6	56.6	64.3	65.6	0.0	676.6

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
HC/MC-130 Re	P	99999X	LOW COST MODIFICAT	0.0	0.0	2.0	1.9			1.9	1.9	1.9	1.9		11.6
	TOTAL FOR CLASS P			0.0	0.0	2.0	1.9	0.0	1.9	1.9	1.9	1.9	1.9	0.0	11.6
	TOTAL FOR AIRCRAFT HC/MC-130 Recap			0.0	0.0	2.0	1.9	0.0	1.9	1.9	1.9	1.9	1.9	0.0	11.6

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
OTHER	P	_3472	C2ISR TDL							1.0	0.9	0.9	1.7		4.5
		_9783	Link-16 Support and Sus	6.6	0.0										6.6
		1000	COMBAT AIR FORCES	4.4	0.6										5.0
		4501	EHF SATCOM	4.4		72.6	140.5			266.9	226.3	105.8	58.3		874.8
		8668	Advanced Targeting Pod	11.7	41.2	94.1	1.1	61.6	62.7	0.9	0.9	0.9	0.9		213.1
		8669	Full Combat Mission Trai	53.8	0.0	0.0	0.4			1.1	1.6	1.8	1.9		60.5
		8670	MAF Training	0.0		7.5	5.7								13.3
		8730	ROLL-ON BEYOND LIN	15.5	5.4										20.9
		9860	JOINT TACTICAL RADI	26.1	61.7	12.8	11.6			177.3	256.2	223.4	249.3		1,018.3
		99999J	MISCELLANEOUS LOW	1.3	0.2	2.0	0.1			0.1	0.1	0.1	0.1		4.1
		MFOQA	Military Flight Operations	6.3	10.7	3.9									21.0
		Z88888	ADJUSTMENTS	5.5	-31.1										-25.5
	TOTAL FOR CLASS P			135.5	88.7	192.9	159.4	61.6	221.0	447.3	486.0	333.0	312.1	0.0	2216.6
		2002	ANG RC-26		7.2										7.2
	TOTAL FOR CLASS			0.0	7.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2
	TOTAL FOR AIRCRAFT OTHER			135.5	95.9	192.9	159.4	61.6	221.0	447.3	486.0	333.0	312.1	0.0	2223.8

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
PRDT	P	4441	MQ-1 Ground Control St		106.6	63.1	101.9			5.9	3.8	2.5			283.8
		PRDT02	PREDATOR A/B MODIF	48.5	92.7	125.7	106.3			117.1	95.9	72.6	44.8		703.7
	TOTAL FOR CLASS P			48.5	199.3	188.9	208.2	0.0	208.2	123.0	99.7	75.0	44.8	0.0	987.5
	TOTAL FOR AIRCRAFT PRDT			48.5	199.3	188.9	208.2	0.0	208.2	123.0	99.7	75.0	44.8	0.0	987.5

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P-1M MODIFICATION REPORT - 11 PB (HQ USAF)

02/01/2010

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
MQ-9	P	4442	MQ-9 Ground Control St		40.0	7.0	50.9			91.4	92.1	14.2	3.8		299.3
		4443	DCGS mods for MQ-9 Fl			23.0									23.0
		4444	Wide Area Airborne Surv							15.5	166.5	292.5	461.9		936.4
		8679	PRDTB2 MQ-9	16.9	42.4	59.4	58.0			95.6	119.5	121.0	115.1		628.0
		9136	AIRBORNE RECONN S			19.6	115.4	45.0	160.4						179.9
	TOTAL FOR CLASS P			16.9	82.4	108.9	224.3	45.0	269.3	202.5	378.0	427.7	580.7	0.0	2066.6
		Z88888	ADJUSTMENTS	0.0	0.0										0.0
	TOTAL FOR CLASS			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	TOTAL FOR AIRCRAFT MQ-9			16.9	82.4	108.9	224.3	45.0	269.3	202.5	378.0	427.7	580.7	0.0	2066.6

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

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02/01/2010

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
CV-22	P	8790	Block 20 Upgrade				2.0			7.0	10.6	58.2	133.9	468.4	680.2
		8791	BLOCK B UPGRADE	17.0	20.6	20.0	10.0	0.8	10.8	5.9	11.4				85.5
		9400	CV-22 Fuel Jettison Retr			2.4									2.4
		99999X	LOW COST MODIFICAT	5.1	2.0	2.0	2.0			2.0	2.0	2.0	2.0		19.1
	TOTAL FOR CLASS P			22.1	22.6	24.4	14.0	0.8	14.8	14.9	23.9	60.2	135.9	468.4	787.2
	TOTAL FOR AIRCRAFT CV-22			22.1	22.6	24.4	14.0	0.8	14.8	14.9	23.9	60.2	135.9	468.4	787.2

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: B-2				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$346.661	$266.643	$63.371	$0.000	$63.371	$104.648	$143.793	$232.668	$152.189

The B-2 is a multi-engine, long range bomber incorporating low-observable ('stealth') technology, enables penetration of enemy air defenses and strike high-value targets. The primary modification budgeted FY11 is the Supportability Modification. Specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	_2035	EHF SATCOM Increment 2							69.3	165.6	88.1	473.8	796.7
	_7646	Proximity Sensor Logic Unit	2.5	2.3									4.8
	110024	ALTERNATE HIGH FREQU	8.7	7.0									46.2
	110026	EHF SATCOM & Computer						28.4	34.2	33.2	16.6	5.1	117.5
	110030	AFT DECK CRACKS						4.6	4.2	3.7		0.0	44.9
	110031	MAINTENANCE TRAINER	2.9	5.9	11.8			10.4	13.4	11.5	19.0		98.9
	110033	RADAR SYSTEM MODIFIC	293.6	204.5	8.0			3.5					570.7
	110035	SUPPORTABILITY MODS	7.4	31.3	26.3			49.8	20.3	16.4	26.1	4.4	200.0
	110040	B-2 Massive Ordnance Pen		11.7	13.0								24.7
	110042	B-2 Viper Flight Line Progra		1.5	1.7								3.3
	110043	B-2 Adaptable Communicati	10.3	0.0				3.2					13.5
	110045	COLT/TPS						2.3					2.3
	99999U	AAR-47 Upgrade	0.3	0.4	0.6			0.4	0.4	0.4	0.4		11.0
	99999X	LOW COST MODIFICATIO	2.4	2.0	2.0			2.0	2.0	2.0	2.0		31.8
	Z88888	ADJUSTMENTS	18.7	0.0									
TOTAL FOR CLASS P			346.7	266.6	63.4	0.0	63.4	104.6	143.8	232.7	152.2	483.4	1966.0

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 35 / 36	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: B-2				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$346.661	$266.643	$63.371	$0.000	$63.371	$104.648	$143.793	$232.668	$152.189

The B-2 is a multi-engine, long range bomber incorporating low-observable ('stealth') technology, enables penetration of enemy air defenses and strike high-value targets. The primary modification budgeted FY11 is the Supportability Modification. Specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
TOTAL FOR WEAPON SYSTEM B-2			346.7	266.6	63.4	0.0	63.4	104.6	143.8	232.7	152.2	483.4	1966.0

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

Description/Justification

This modification mitigates known obsolescence issues within the Proximity Sensor Logic Unit (PSLU) enabling the B-2 fleet to accomplish its anti-access and global strike mission. The current unsupportable Programmable Read Only Memory (PROM) will be replaced with a maintainable Electrically Erasable Programmable Read Only Memory (EEPROM) device. The PSLU processes signals received from proximity sensors (electromagnetic devices used in place of micro switches on landing gear and bomb bay doors) and provides indication and control output signals to avionics systems via a multiplex bus. The LRUs will be modified at the supplier via commodity time compliance technical order. A rotatable pool will be utilized with each kit consisting of two LRUs. Installations will be done organically. The PSLU is a mission essential LRU; the destructive maintenance of the PROM will result in a lack of spares to support the fleet. Two Force Development Evaluation (FDE) aircraft will be modified with RDT&E.

Aircraft Breakdown: Active 20, Reserve 0, ANG 0, Total 20

Development Status

Engineering Manufacturing Development (EMD) began March 2008 and completes in FY10. The RDT&E program will modify the two Force Development Evaluation (FDE) aircraft.
This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604240F, changed to PE 0101127F in FY10.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.295		1.611		0.375						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT				2.460	18	2.335						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
OGC												
TOTAL COST (BP-1100)				2.460	18	2.335						
(Totals may not add due to rounding)												

Fact Sheet: B-2 MN-_7646 Proximity Sensor Logic Unit PROM Replacement (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								3.281
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							18	4.795
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES								
OGC								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							18	4.795

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)				04/09	12/09
Delivery Date (Month/CY)				10/09	06/10

Description/Justification

This program is essential to Anti-Access and Global Strike missions and supports Aircraft Availability Improvement Program goals. The Alternate High Frequency Material (AHFM) program completed design and test and is currently in production. This program uses Magnetic Radar Absorbing Material (MAGRAM) on aircraft access panels to reduce time and labor required for signature restoration after routine maintenance activities. This program reduces the man-hours required to maintain the aircraft's signature. AHFM is being installed on the entire fleet. The material will be robotically applied during each aircraft's programmed depot maintenance (PDM). Prior to the AHFM application in PDM, each aircraft must receive a structural modification. Installation of all structural mods will occur while aircraft are in PDM. Kit costs and installations are over and above standard negotiated PDM costs. Six structural modification kits and five installs were purchased with FY99 plus-up funds. The first AHFM aircraft was delivered to the field in 2004 and the last new material will be procured in 2010 for installation during PDM. The PDM schedule is dynamic. The installation schedule is linked to the AHFM installation contract, which is based on the current PDM schedule. Procurement funding ends in FY10; the last B-2 AHFM modification completes 2nd Qtr FY12.

Aircraft Breakdown: Active 20, Reserve 0, ANG 0, Total 20

Development Status

Development effort was initiated with FY98 Congressional plus-up funds. Development began in Jun 98. Range/flight test began in Sep 00 and was completed in Nov 00. One install was completed with RDT&E funding.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	9	9.529	2	2.105	1	1.054						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
Withhold Adjustments												
OTHER		0.772				1.328						
OGC												

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-05	2 KITS	2	4.332										
FY-06	3 KITS	2	4.607										
FY-07	2 KITS	3	6.705										
FY-08	2 KITS	2	4.575										
FY-09	2 KITS			[3]	6.557								
FY-10	1 KITS					[2]	4.633						
TOTAL INSTALL		9	20.219	3	6.557	2	4.633						
TOTAL COST (BP-1100) (Totals may not add due to rounding)		9	30.520	2	8.662	1	7.015						
INSTALLATION QTY		9		2		2							

Fact Sheet: B-2 MN-110024 ALTERNATE HIGH FREQUENCY MATERIAL PROGRAM (AHFMP) (Continued)

(Continued)

		FY-14		FY-15		TO COMP		TOTAL	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT								12	12.688
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
MOD OF SPARES									
Withhold Adjustments									
OTHER									2.100
OGC									
INSTALLATION OF HARDWARE									
FY-05	2 KITS							[2]	4.332
FY-06	3 KITS							[2]	4.607
FY-07	2 KITS							[3]	6.705
FY-08	2 KITS							[2]	4.575
FY-09	2 KITS							[3]	6.557
FY-10	1 KITS							[2]	4.633
TOTAL INSTALL								14	31.409
TOTAL COST (BP-1100) (Totals may not add due to rounding)								12	46.197
INSTALLATION QTY								14	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 11 Months Follow-On Lead Time: 11 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)	05/04	03/05	12/05	12/06	01/08	12/08	03/10
Delivery Date (Month/CY)	04/05	02/06	11/06	11/07	12/08	11/09	02/11

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							1	1			1	1		1		1	1		1	1		1	1		1			1	1			
Output											1	1			1		1		1	1		1	1		1	1		1	1		1	

	FY-12			
Quarter	1	2	3	4
Input				
Output		1		

Description/Justification

This effort modifies the B-2 Training System to ensure concurrency with the aircraft and enables the anti-access and global strike mission of the B-2 fleet. The Training System provides initial qualification, proficiency, continuation, requalification, mission rehearsal, and upgrade training for B-2 aircrews, maintainers, and weapons loaders. It includes but is not limited to the following training elements at Whiteman AFB: three Weapon System Trainers (WSTs); a Mission Trainer (MT); four Cockpit Procedure Trainers (CPTs); five maintenance training classrooms each consisting of a Computerized Maintenance Training System (CMTS), six computer-based training (CBT) Weapon System Training Aids (WSTAs), and an instructor-operator station; a Weapons Loading Trainer (WLT); a Crew Escape System Maintenance Trainer (CESMT); a Flight Control System Trainer (FCST); and a Training System Support Center. This effort includes, but is not limited to, updates to training devices' hardware and computers, simulation software, courseware lessons and academics materials, instructional system design architectures, and engineering drawings and system documentation. These upgrades are ongoing and necessary to ensure concurrency with the B-2 weapon system and provide the fidelity necessary to train operational and warfighter employment requirements while saving precious fuel dollars and avoiding 30-40 hour training sorties. Upgrades include, but are not limited to upgrade of the tools required to support the Next-Generation EWIR (electronic warfare integrated reprogramming) system (NGES), upgrade of components of the radar simulation in the WSTs/MT, updates of display systems and subsystems, updates to courseware and simulation associated with conventional, nuclear, and guided weapons delivery, expanded crypto keyfill training, upgrade the ECE (electronic combat environment) threat database tools, expanded "freeplay" capability on the CMTS, upgrade WST simulation to provide weapons as powered up upon completion of initial conditions, upgrade the Defensive Management System (DMS) simulation and the DMS alternative/emergency procedures courseware, enhancements to the Mission Generation System (MGS), and upgrades of simulation and computational processors.

The quantities and delivery dates have not been included because of the wide variety of upgrade and modification efforts on-going to the various elements of the Training System. B-2 Trainers funding includes BP-11 funds from PE 0809731F. These amounts are reflected on the P3-A in the "OTHER" row.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

Development of Trainer Upgrades is a continuous process relative to the needs of each funded effort. Some efforts will not require RDT&E funds, while others will require some design and test activities.
This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604240F, changed to PE 0101127F in FY10.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		5.227		0.609		3.676		3.977		7.379		7.550
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER		23.732		2.607				5.848		4.353		7.273
SUPPORT-EQUIP												
OGC		0.148		0.316								
OTHER						5.875		5.956		6.055		6.164

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100) (Totals may not add due to rounding)		23.880		2.923		5.875		11.804		10.408		13.437
INSTALLATION QTY												

Fact Sheet: B-2 MN-110031 MAINTENANCE TRAINER SYSTEM UPGRADE (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		5.940		2.559				36.917
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER		5.205		12.648				61.666
SUPPORT-EQUIP								
OGC								0.464
OTHER		6.274		6.398				36.722
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		11.479		19.046				98.852
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08				FY-09			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-10				FY-11				FY-12				FY-13				FY-14				FY-15				FY-16			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

The currently fielded B-2 radar system, including the radar, defensive management system (DMS) and transponder, operates within a portion of the electromagnetic spectrum where the U.S. Government is designated as a secondary user. Secondary user status means that the B-2 radar system cannot interfere with primary users. Interference with primary users by a secondary user invokes statutory penalties. Due to the planned expansion of primary users in the currently fielded radar system frequency band, in the near future the B-2 will no longer be able to operate without high probability of interference with primary users. In order to ensure the continued operation of the B-2 weapon system to meet its Global Strike mission, the B-2 radar system must be modified to allow operation in another portion of the spectrum where the U.S. Government is guaranteed primary user status. The B-2 radar must vacate its current frequency by a classified date. During the System Development and Demonstration (SDD) phase, the design, fabrication and test of new and modified components of the B-2 radar system will be accomplished. In addition, the designated B-2 test vehicle will be modified with the new system, and units will be produced to modify six operational B-2s with developmental unit Radar Modernization Program (RMP) systems. Modification of the training system will be accomplished at the operational base and other locations as required. This effort includes updating the aircrew and maintenance trainers and academics/courseware to reflect the functionality of the radar. The SDD phase will extend into FY10 to accomodate an extensive flight test program needed to fully qualify all radar modes. 13 operational B-2s will be modified with production funding and the 7 SDD units will be retrofitted to production configuration as required. The Production and Deployment phase is divided into Low Rate Initial Production (LRIP) and Full Rate Production (FRP). Life of Type (LOT) buys are being implemented when appropriate to address diminishing manufacturing sources and materiel shortages (DMSMS) for affected components and subassemblies to protect the planned production program by mitigating unplanned part redesign and requalification risks. Long lead items will be purchased in FY08 for the FY09 Low Rate Initial Production (LRIP) delivery order and again in FY09 for the FY10 delivery order. Long lead dollars purchased long lead items to achieve up to five months of fielding acceleration. Funds on Support Equipment line are for upgrades to Support Equipment.

Aircraft Breakdown: Active 20, Reserve 0, ANG 0, Total 20

Development Status

Component Advanced Development started in FY03.
System Development and Demonstration began in Aug 2004.
This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604240F. In FY10, PE 0604240F transitioned to PE 0101127F.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		819.622		74.248		16.757						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			6	199.236	7	177.220						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				13.004								
MOD OF SPARES				4.345		16.287						
OGC		1.552		6.086		4.685		0.328		0.049		
RETROFIT		1.736		21.250		5.039		2.409		1.432		
Life of Type		15.049		0.000								
LONG LEAD ITEMS		42.800		49.665								

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
Withhold Adjustments												
INSTALLATION OF HARDWARE												
FY-09 6 KITS					[2]	1.268	[4]	2.412				
FY-10 7 KITS							[4]	2.818	[3]	2.053		
TOTAL INSTALL					2	1.268	8	5.230	3	2.053		
TOTAL COST (BP-1100) (Totals may not add due to rounding)		61.137	6	293.586	7	204.499		7.967		3.534		
INSTALLATION QTY					2		8		3			

Fact Sheet: B-2 MN-110033 RADAR SYSTEM MODIFICATION (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								910.627
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							13	376.456
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								13.004
MOD OF SPARES								20.632
OGC								12.700
RETROFIT								31.866
Life of Type								15.049
LONG LEAD ITEMS								92.465
Withhold Adjustments								
INSTALLATION OF HARDWARE								
FY-09 6 KITS							[6]	3.680
FY-10 7 KITS							[7]	4.871
TOTAL INSTALL							13	8.551
TOTAL COST (BP-1100)							13	570.723
(Totals may not add due to rounding)								
INSTALLATION QTY							13	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 19 Months Follow-On Lead Time: 19 Months

Milestones

	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)								12/08	12/09
Delivery Date (Month/CY)								07/10	07/11

Installation Schedule

	FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08				FY-09			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input				2	0	4	1	3	1	2						
Output				0	1	2	2	1	2	2	2	0	1			

Description/Justification

This modification covers projects including but not limited to improved Low Observable (LO) materials (conductive gap fillers and tape, tailpipe coatings, adhesives, electrically resistive materials, radar absorbing material, and coatings), LO structures (Hot Trailing Edge and tiles, Batwing panel, intermediate section doors, nozzle bay doors, and radar absorbing structures), radio-frequency (RF) diagnostic tools and evaluation systems (SCI-2k radar, Tier One Material Inspection System, Signature Diagnostic System, Low Observable Combat Readiness Model, LO-related special test equipment, and B-2 specific improvements/efforts to AFRL's Mobile Diagnostic Laboratory and LO Multifunction Material Inspection System). LO projects are aimed at decreasing LO maintenance, increasing aircraft availability, and maintaining a combat-ready LO signature for the B-2 fleet. Since this Mod encompasses several programs, the number of installs will not be representative of the number of aircraft affected.

Each modification will go on each of the 20 B-2 aircraft. Various lead times are required for the different modifications causing various contracting and delivery dates. This program is essential to Anti-Access and Global Strike missions and supports Aircraft Availability Improvement Program goals.

The "Method of Implementation" for these components is "COMBINATION" based on the various teams performing these component installations. Some are Depot Level, some are organic "blue suit" and some are contractor field team installs.

Aircraft Breakdown: Active 20, Reserve 0, ANG 0, Total 20

Development Status

The Supportability Mod Program captures a family of projects. Development on many of the projects is complete while efforts continue on other projects. Development efforts will continue to work to mature LO materials and technologies. This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604240F. PE is changing to 0101127F in FY10.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		12.732		6.512		8.360		8.400		13.968		9.906
PROCUREMENT (3010)												
INSTALL KITS		13.567		4.493		7.981		18.408		33.540		17.239
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA								3.958		16.017		2.787
SIM/TRAINER												
SUPPORT-EQUIP		4.352				2.114		3.364				
OGC		0.078		2.867		1.401		0.550		0.289		0.294
Withhold Adjustments						19.800						
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		17.997		7.360		31.296		26.280		49.846		20.320
INSTALLATION QTY												

Fact Sheet: B-2 MN-110035 SUPPORTABILITY MODS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.765		6.116		3.010		75.769
PROCUREMENT (3010)								
INSTALL KITS		11.658		25.547		4.210		136.643
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								22.762
SIM/TRAINER								
SUPPORT-EQUIP		4.258						14.088
OGC		0.434		0.518		0.230		6.661
Withhold Adjustments								19.800
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		16.350		26.065		4.440		199.954
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-12				FY-13				FY-14				FY-15				FY-16				FY-17				FY-18			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

This capability supports the Global Strike mission. The B-2 is the only anti-access penetrating platform capable of carrying the Massive Ordnance Penetrator (MOP). B-2 requirements for armament upgrades include, but are not limited to, integration of new and/or advanced weapons on the B-2 to destroy a wider array of target sets, to include Hardened, Deeply Buried Targets (HDBT). Integration of the 30,000 lb class MOP will provide the nation with the ability to hold additional Hardened, Deeply Buried Targets at risk beyond those achievable with current munitions. The initial MOP Quick Reaction Capability (QRC) will be expanded to include a fully developed Launch Acceptability Region (LAR), Dual Fuze Control, single Smart Bomb Rack Controller (SBRC) per bay weapon control and monitor, and mixed carriage capability with Smart Bomb Rack Assemblies (SBRA). The MOP project will design, develop, integrate, and test hardware and software required for carriage, jettison, and release of MOP from the B-2. Finally, basic armament improvements include, but are not limited to, stores management hardware and software modernization and improvements to enable a simultaneous configuration of the Rotary Launcher Assemblies (RLA) and the SBRA or MOP, thus affording maximum strike flexibility.

Procurement of B-2 MOP Monitor and Control Equipment (MACE) began in FY10. MACE is removeable equipment installed in each weapon bay when a MOP weapon is uploaded.

Aircraft Breakdown: Active 20, Reserve 0, ANG 0, Total 20

Development Status

MOP development was initiated with FY07 and FY08 Congressional-add funds. Work accomplished with these funds include: Dual weapon bay test capability verification in the Weapon System Support Center (WSSC) using MOP Special Test Equipment (STE) (Weapon Simulators); initial B-2/MOP flight test planning; and prototype B-2/MOP Monitor and Control Equipment (MACE) and Carriage and Release Equipment (CARE) fit check at the Whiteman Air Force Base (WAFB) Weapon Load Trainer (WLT). Preliminary B-2/Weapon Physical and Functional Interface Control Documents (ICD) have been developed. B-2 MOP mission planning was initiated using FY09 Air Force funds. MOP QRC program was initiated using FY09 and FY10 Air Force funds. This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604240F, changed to PE 0101127F in FY10.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		26.189		41.022		15.903						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT						11.690		12.485				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC								0.493				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						11.690		12.978				

Fact Sheet: B-2 MN-110040 B-2 Massive Ordnance Penetrator (MOP) Integration (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								83.114
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								24.175
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.493
TOTAL COST (BP-1100)								24.668
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months Follow-On Lead Time: 1 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)					02/10
Delivery Date (Month/CY)					08/10

Description/Justification

The Viper Memory Load Verifier (MLV)/Flightline Programmer (FLP) is required support equipment for the B-2 legacy Defensive Management System (DMS) which will enable the B-2 fleet to accomplish its anti-access and global strike mission and supports Aircraft Availability Improvement Program goals. The Viper Memory Load Verifier (MLV) is required to replace the Enhanced Diagnostic Aid (EDNA) which is a tool to provide flight line and back shop support for load/verify of operational flight programs (OFPs) for the DMS, Radar Data Processor (RDP), and Multifunctional Information Distribution System (MIDS). The F-16 manages the EDNA sustainment and, due to obsolescence, is replacing EDNA with Viper MLV by 2010.

The B-2 transitioned to Viper MLV in 2010. The VIPER MLV provides all the capabilities of EDNA, but in a low cost flexible package. Implementation requires specific interface cables or adaptors, and applications software for diagnostics, memory load/verify and download functions. This requires B-2 integration efforts including updated technical data, drawings, software testing, and reconfiguration and acceptance testing.

Aircraft Breakdown: Active 20, Reserve 0, ANG 0, Total 20

Development Status

Viper Memory Load Verifier was developed with F-16 program funds.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP					[3]	1.263	[4]	1.670				
OGC						0.032		0.074				
EQUIP NONREC						0.239						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						1.534		1.744				

Fact Sheet: B-2 MN-110042 B-2 Viper Flight Line Programmer (Continued)
(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP							[7]	2.933
OGC								0.106
EQUIP NONREC								0.239
TOTAL COST (BP-1100)								3.278
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE
Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

The Combatant Commander requires the B-2 to receive a complete integrated mission, time sensitive targeting information, intelligence updates, and positive command and control procedures. Because the B-2 typically deploys from CONUS and launches prior to release of the Air Tasking Order (ATO), the Combined Air Operations Centers (CAOC) require improved capability to pass new missions, mission changes, Electronic Order of Battle updates, target changes, package updates and other critical information to B-2s enroute to the theater, and emerging time-sensitive targets while in theatre by utilizing Airborne Mission Transfer (AMT). The B-2's alternative is the Adaptable Communications Suite (ACS) which has integrated 2 commercial-off-the-shelf radios to provide satellite data communications - one radio receives continuous Beyond Line of Sight (BLOS) intelligence updates and one receives the new mission routing, target changes, and solidifies command and control procedures. Mounted displays between the crewmembers will be utilized to run the network system. In order to ensure the continued operation of the B-2 weapon system to meet its Global Strike mission, the ACS must be modified for future enhancements.

ACS Increment 3 adds the Non-Traditional Surveillance and Reconnaissance (NTSR) capability- providing Near Real Time (NRT) Sensor data back to the Mission Planning Cell. The NRT updates to follow-on aircraft provide flight electronic warfare reprogramming data; and post flight maintenance data.

ACS Increment 4 provides UHF Mobile User Objective System (MUOS) capability; enables IP based chat, email, and file transfer; and adds SIPRNET capability.

The five (5) additional assests (beyond the 20 for the B-2 aircraft) are required for the ground stations.

Each ACS Group B radio is actually a set of 2. Each A/C has 2 radios per A/C.

Aircraft Breakdown: Active 20, Reserve 0, ANG 0, Total 20

Development Status

Development started in FY06 for ACS Increments 1 & 2: Non-integrated tactical communications suite providing Airborne Mission Transfer (AMT), Beyond Line-of-Sight (BLOS) Situational Awareness (SA) and secure HPW email/chat capabilities. Successful operational utility evaluation completed Oct 10. Projected Fleet Mod Apr 10 - Dec 10.

Development started in FY09 for ACS Increment 3: Adds NTSR capability - providing Near Real Time (NRT) Sensor data back to the Mission Planning Cell; NRT update to follow-on A/C; post-flight EW reprogramming data; and post-flight maintenance data.

ACS has associated RDT&E funding in MN-99999X (Low Cost Modifications).

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[1]	1.068		
PROCUREMENT (3010)												
INSTALL KITS			[20]	0.750					[20]	1.012		
KITS NONRECUR			[6]	2.500								
EQUIPMENT			25	4.000					25	2.100		
EQUIP NONREC												
CHANGE ORDERS												
DATA				2.500								
SIM/TRAINER												

Fact Sheet: B-2 MN-110043 B-2 Adaptable Communications Suite (ACS) (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SUPPORT-EQUIP												
OGC										0.095		
CONTRACTOR SUPPORT				0.400								
OTHER				0.100								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			25	10.250					25	3.207		

Fact Sheet: B-2 MN-110043 B-2 Adaptable Communications Suite (ACS) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[1]	1.068
PROCUREMENT (3010)								
INSTALL KITS							[40]	1.762
KITS NONRECUR							[6]	2.500
EQUIPMENT							50	6.100
EQUIP NONREC								
CHANGE ORDERS								
DATA								2.500
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.095
CONTRACTOR SUPPORT								0.400
OTHER								0.100
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							50	13.457

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 5 Months Follow-On Lead Time: 5 Months

Milestones

	FY-08	FY-09	FY-10
Contract Date (Month/CY)			02/10
Delivery Date (Month/CY)			07/10

Description/Justification

Enabling the anti-access and global strike mission of the B-2, this program procures kits to incorporate low cost engine improvements and potential safety issues such as, but not limited to the following: Pyrometer Improvement improves reliability of a high maintenance driver. Fan Inlet Guide Vane (IGV) Bushing Improvement redesign is being driven by wear in IGV bushing. Front Frame Oil Tube Improvement will change from a bracket to damper configuration to prevent tube damage. #4 Bearing and Retainer Nut redesign will improve detection of #4 bearing failures. High Pressure Turbine C-clip back off fix redesign prevents turbine failures and extends engine life. Turbine Frame oil tube improvements reduce unscheduled engine removes and potential engine oil fires. #3 and #4 Nitride bearing improvement reduces engine removals. Oil Pressure Transmitter, Anti-Ice Valve, engine gearbox, T2.5 Sensor, Deice Valve, Cast Titanium Front Frame, and gearbox retention strap improves reliability and maintainability.

Aircraft Breakdown: Active 20, Reserve 0, ANG 0, Total 20

Development Status

None.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		7.919		0.301		0.400		0.599		0.400		0.400
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.035										
Withhold Adjustments												
OGC		0.103										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		8.057		0.301		0.400		0.599		0.400		0.400

Fact Sheet: B-2 MN-99999U AAR-47 Upgrade (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		0.400		0.400				10.819
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.035
Withhold Adjustments								
OGC								0.103
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.400		0.400				10.957

Method of Implementation: ORG/INTERMEDIATE
Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)						
Delivery Date (Month/CY)						

Description/Justification

This program is required to support B-2 modifications that are low in cost, but essential to the B-2 baseline aircraft's reliability, availability & maintainability as well as achieving the B-2's anti-access and global strike mission.

Low cost modifications are used to satisfy unforeseen requirements. They historically resolve maintenance problems and reduce maintenance man hour costs associated with flying a low-density high demand (LDHD) aircraft. Current Candidates include: Digital Video Recorder Center Instrument Display (DVR/CIDS) Recording, Airborne Information Terminal (AIT) Block 3 Upgrade, Multi-function Information Distribution System (MIDS) Power Down, MIDS "G" Bus Multiplexing (GMUX), fix MIDS Frequency Re-mapping, Generator Control Unit (GCU) Cold Start, Port Transducer Unit Sensor Re-utilization, Data Erase Box (DEB) and Actuator Remote Terminal Electronically Programmable Read Only Memory (EEPROM) Replacement, On-board Ground Processor (OGP) Computer Upgrade.

The funds will also be used for other low cost aircraft and support equipment (SE) mods as they are identified. These funds are critical and satisfy many unforeseen requirements that have a direct impact on sustainment efforts and bolster our Aircraft Availability Improvement Program (AAIP) and enable the B-2 to meet or exceed its AAIP goals.

Aircraft Breakdown: Active 20, Reserve 0, ANG 0, Total 20

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		17.349		2.371		1.999		1.999		1.999		1.999
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.076										
Withhold Adjustments												
TOTAL COST (BP-1100)		17.425		2.371		1.999		1.999		1.999		1.999
(Totals may not add due to rounding)												

Fact Sheet: B-2 MN-99999X LOW COST MODIFICATIONS (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		1.999		1.999				31.714
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.076
Withhold Adjustments								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.999		1.999				31.790

Method of Implementation: ORG/INTERMEDIATE
Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)						
Delivery Date (Month/CY)						

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: B-1				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$29.887	$98.808	$200.090	$8.500	$208.590	$193.137	$178.658	$125.313	$95.289

FY2010 funding totals include $20.5M appropriated for Overseas Contingency Operations.

FY2011 funding totals include $8.5M requested for Overseas Contingency Operations.

This line item funds modifications to the B-1B aircraft and associated simulators and equipment. The B-1 is a multi-engine, supersonic, long range bomber capable of delivering nuclear or conventional munitions. The primary modifications budgeted in FY11 is the Radar Improvement Upgrades and the Fully Integrated Data Link. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	_3944	ALQ-161A PREPROCESS	0.6										25.6
	_8206	Mode S/Mode 5							3.9				3.9
	4280	FULLY INTEGRATED DAT			44.8			62.8	71.7	80.3	78.3	54.3	392.0
	4284	CITS UPGRADE			18.6			17.4	22.1	15.2	7.0	33.0	113.3
	4285	Gyro Stabilization System (	16.8	15.3	15.0			8.6					67.6
	4286	Inertial Navigation System (I			20.3			47.8	21.1				89.2
	4288	Wheel&Brake Fuses		3.8	7.6								11.4
	4289	ENGINE FEED-LINE	1.4	1.7	2.1								5.3
	4291	B-1 TRAINING SUPPORT		0.4	0.4			0.4	0.4	0.4	0.4		2.4
	6882	Digital Communications	3.0										27.3
	7242	AN/ALQ-161A BAND 8 RF	2.4										21.5
	8411	RADAR IMPROVEMENT U		57.0	56.3			31.3	24.4				169.0
	8423	B-1 Link 16 Crypto						0.3	0.3	0.4	1.0		2.0

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: B-1				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$29.887	$98.808	$200.090	$8.500	$208.590	$193.137	$178.658	$125.313	$95.289

FY2010 funding totals include $20.5M appropriated for Overseas Contingency Operations.

FY2011 funding totals include $8.5M requested for Overseas Contingency Operations.

This line item funds modifications to the B-1B aircraft and associated simulators and equipment. The B-1 is a multi-engine, supersonic, long range bomber capable of delivering nuclear or conventional munitions. The primary modifications budgeted in FY11 is the Radar Improvement Upgrades and the Fully Integrated Data Link. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	8970	AN/ALQ-161A TAIL WARNI	0.5										17.7
	8971	VERTICAL SITUATION DIS			34.9			24.6	34.7	29.1	8.6	138.3	270.1
	92294	LAPTOP CONTROLLED T	1.2	3.3									61.8
	92297	Pylon for External Stores	3.3	17.2		8.5	8.5						47.3
	99999X	LOW COST MODIFICATIO	0.6	0.1	0.1								0.8
TOTAL FOR CLASS P			29.9	98.8	200.1	8.5	208.6	193.1	178.7	125.3	95.3	225.6	1328.3
TOTAL FOR WEAPON SYSTEM B-1			29.9	98.8	200.1	8.5	208.6	193.1	178.7	125.3	95.3	225.6	1328.3

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 37	PAGE NO. 2	

Description/Justification

Modification replaces the existing, obsolete ALQ-161A computer processor with the same form/fit computer used in the B-1B computer upgrade modification. The Preprocessor Avionics Control Unit (PACU) replacement increases processor speed from 1 million instructions per second to 15 million instructions per second and memory from 0.25MB to 16MB. This increased speed and memory allows use of more robust and effective signal processing algorithms to defeat the threat. Supportability is significantly improved through commonality with previous computer upgrades, elimination of diminishing manufacturing source issues with the current 1980 vintage computer, and use of modern software development tools. Procurement total is 99; 66 aircraft installations, 8 lab assets and 25 initial spares.
This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604226F.

Aircraft Breakdown: Active 99, Reserve , ANG , Total 99

Development Status

Development began in FY04. The development funding FY06-11 is for a software re-host effort that takes an antiquated software language (Jovial) used for ALQ-161 Pre-processor and converts it to high order language Ada. It improves ability to sustain and support user needs for rapid response reprogramming.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		38.318		6.417		7.500		0.500				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	99	21.150										
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.010										
SIM/TRAINER												
SUPPORT-EQUIP		0.900										
MOD OF SPARES		0.924										
OGC		0.970		0.630								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	99	24.954		0.630								

Fact Sheet: B-1 MN-_3944 ALQ-161A PREPROCESSOR AVIONICS CONTROL UNIT (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								52.735
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							99	21.150
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.010
SIM/TRAINER								
SUPPORT-EQUIP								0.900
MOD OF SPARES								0.924
OGC								1.600
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							99	25.584

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 18 Months Follow-On Lead Time: 14 Months

Milestones

	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)				03/07	03/07	05/08
Delivery Date (Month/CY)				09/08	05/08	07/09

Description/Justification

The B-1 Fully Integrated Data Link (FIDL) modification provides Link 16 line of sight and beyond line of sight capability. This is achieved with the Joint Tactical Information Distribution System (JTIDS) Range Extension (JRE) data link capabilities that will significantly improve combat situational awareness and command and control connectivity with theater forces. In addition, this modification replaces displays at the rear cockpit crew stations with color, multi-functional displays required to utilize the data links. This modification will also enhance management of multiple precision weapons and enable rapid airborne retargeting. FIDL will be installed concurrently with the Central Integrated Test System (CITS) upgrade and Vertical Situation Display Upgrade (VSDU) (both of which address aircraft grounding items) to reduce combined installation costs, aircraft downtime, and keep fielded aircraft configurations to a minimum for aircrew training, maintenance, and operational deployment efficiencies.

Procurement of FIDL diminishing manufacturing source (DMS) kit parts will be accomplished with the FY11 funding (this may include lifetime buy of component parts).

Note 1: Two (2) test aircraft are in modification as a part of the development effort and funded with RDT&E funds (PE11126F)

This is a new start procurement in FY11.

Aircraft Breakdown: Active 64, Reserve 0, ANG 0, Total 64

Development Status

SDD began in FY05

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		54.600		38.896		38.113		18.125				
PROCUREMENT (3010)												
INSTALL KITS							9	8.721	13	12.844	13	13.101
KITS NONRECUR								0.645				
EQUIPMENT							[9]	28.877	[13]	42.545	[13]	43.396
EQUIP NONREC								0.800				
CHANGE ORDERS												
DATA								1.500		1.000		
SIM/TRAINER							[17]	3.000	[10]	2.600		
SUPPORT-EQUIP								1.214		1.770		1.389
ICS										0.500		2.050

Fact Sheet: B-1 MN-4280 FULLY INTEGRATED DATA LINKS (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-11	9 KITS									[1]	1.500	[8]	9.384
FY-12	13 KITS											[2]	2.346
FY-13	13 KITS												
FY-14	13 KITS												
FY-15	13 KITS												
FY-16	3 KITS												
TOTAL INSTALL										1	1.500	10	11.730
TOTAL COST (BP-1100) (Totals may not add due to rounding)								9	44.757	13	62.759	13	71.666
INSTALLATION QTY										1		10	

Fact Sheet: B-1 MN-4280 FULLY INTEGRATED DATA LINKS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								149.734
PROCUREMENT (3010)								
INSTALL KITS	13	13.363	13	13.630	3	3.208	64	64.867
KITS NONRECUR								0.645
EQUIPMENT	[13]	44.264	[13]	45.149	[3]	10.627	[64]	214.858
EQUIP NONREC								0.800
CHANGE ORDERS								
DATA		0.106		0.254		1.500		4.360
SIM/TRAINER			[2]	1.000			[29]	6.600
SUPPORT-EQUIP		4.491		2.385		5.091		16.340
ICS		2.500						5.050
INSTALLATION OF HARDWARE								
FY-11 9 KITS							[9]	10.884
FY-12 13 KITS	[11]	13.161					[13]	15.507
FY-13 13 KITS	[2]	2.393	[11]	13.424			[13]	15.817
FY-14 13 KITS			[2]	2.441	[11]	13.693	[13]	16.134
FY-15 13 KITS					[13]	16.457	[13]	16.457
FY-16 3 KITS					[3]	3.716	[3]	3.716
TOTAL INSTALL	13	15.554	13	15.865	27	33.866	64	78.515
TOTAL COST (BP-1100) (Totals may not add due to rounding)	13	80.278	13	78.283	3	54.292	64	392.035
INSTALLATION QTY	13		13		27		64	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 18 Months Follow-On Lead Time: 18 Months

Milestones

	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16
Contract Date (Month/CY)								03/10	11/10	01/12	01/13	01/14	01/15	11/15
Delivery Date (Month/CY)								09/11	05/12	07/13	07/14	07/15	07/16	05/17

Installation Schedule

	FY-03				FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-11				FY-12				FY-13				FY-14				FY-15				FY-16				FY-17				FY-18			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								1	2	2	3	3	2	3	3	5	3	3	4	3	3	3	3	4	2	2	3	4	3			
Output								3	2	2	3	3	2	2	3	3	2	3	3	2	2	4	4	5				3	4	6	3	

Description/Justification

The current Central Integrated Test System (CITS) suffers from diminishing manufacturing source (DMS) issues with the potential to ground aircraft in FY12. This modification provides new computer hardware and the software re-host for the B-1 CITS, the CITS Dedicated Processor (CDP), and the CITS Control Display (CDP). Current CITS processor is at maximum memory/throughput. The upgraded system will enhance diagnostic capabilities, improve turnaround time, and reduce maintenance costs. Two test aircraft will be modified using RDT&E funds. CITS upgrade, the Fully Integrated Data Link (FIDL), and the Vertical Situation Display Upgrade (VSDU) installations are schedule concurrently to reduce combined installation costs, aircraft downtime, and to keep fielded aircraft configurations to a minimum for aircrew training, maintenance, and operational deployment efficiencies. Two kits for flight test aircraft will be procured with RDT&E funding

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604226F / 0101126F.

Procurement of CITS diminishing manufacturing source (DMS) kit parts will be accomplished with the FY11 funding (this may include lifetime buy of component parts).

This is a new start procurement in FY11.

Aircraft Breakdown: Active 64, Reserve 0, ANG 0, Total 64

Development Status

Development began in FY05.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		36.466		6.545		3.976						
PROCUREMENT (3010)												
INSTALL KITS							9	2.547	13	3.753	12	3.533
KITS NONRECUR								0.259				
EQUIPMENT							[9]	5.463	[13]	8.048	[12]	7.577
EQUIP NONREC								0.500				
CHANGE ORDERS												
DATA								1.900				
SIM/TRAINER							[12]	4.500	[5]	3.000	[3]	2.000
SUPPORT-EQUIP								2.244		1.005		1.796
OGC								0.600				
ICS								0.600		1.087		1.500

Fact Sheet: B-1 MN-4284 CITS UPGRADE (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-11	9 KITS									[1]	0.473	[8]	3.800
FY-12	13 KITS											[4]	1.900
FY-13	12 KITS												
FY-14	9 KITS												
FY-15	3 KITS												
FY-16	9 KITS												
FY-17	9 KITS												
TOTAL INSTALL										1	0.473	12	5.700
TOTAL COST (BP-1100) (Totals may not add due to rounding)								9	18.613	13	17.366	12	22.106
INSTALLATION QTY										1		12	

Fact Sheet: B-1 MN-4284 CITS UPGRADE (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								46.987
PROCUREMENT (3010)								
INSTALL KITS	9	2.703	3	0.919	18	5.680	64	19.135
KITS NONRECUR								0.259
EQUIPMENT	[9]	5.797	[3]	1.971	[18]	12.182	[64]	41.038
EQUIP NONREC								0.500
CHANGE ORDERS								
DATA				0.067				1.967
SIM/TRAINER							[20]	9.500
SUPPORT-EQUIP				0.183				5.228
OGC								0.600
ICS		0.459						3.646
INSTALLATION OF HARDWARE								
FY-11 9 KITS							[9]	4.273
FY-12 13 KITS	[9]	4.320					[13]	6.220
FY-13 12 KITS	[4]	1.920	[8]	3.880			[12]	5.800
FY-14 9 KITS					[9]	4.452	[9]	4.452
FY-15 3 KITS					[3]	1.484	[3]	1.484
FY-16 9 KITS					[9]	4.541	[9]	4.541
FY-17 9 KITS					[9]	4.632	[9]	4.632
TOTAL INSTALL	13	6.240	8	3.880	30	15.109	64	31.402
TOTAL COST (BP-1100)	9	15.199	3	7.020	18	32.971	64	113.275
(Totals may not add due to rounding)								
INSTALLATION QTY	13		8		30		64	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 18 Months Follow-On Lead Time: 18 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17
Contract Date (Month/CY)								11/10	10/11	01/12	01/14	01/15	10/15	01/17
Delivery Date (Month/CY)								05/12	04/13	07/13	07/15	07/16	04/17	07/18

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-12				FY-13				FY-14				FY-15				FY-16				FY-17				FY-18			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input				1	3	3	3	3	2	3	3	5	2	2	2	2	3	3	3	3	2	2	2	3	4	5		
Output				3	2	2	3	3	2	2	3	3	2	3	3	2	2	4	4	5				3	4	6	3	

Description/Justification

This effort addresses a reliability and maintainability issue in conjunction with Diminishing Manufacture Source (DMS) which could potentially ground aircraft. These funds will procure and install LRUs in the Gyro Stabilization System (GSS), which is part of the aircraft's navigation system. This modification provides for replacement of the high maintenance/high cost/high failure rate GSS LRUs with high reliability LRUs. This modification is planned to address 64 aircraft and two test aircraft. The test aircraft at Edwards AFB were modified during System Development and Demonstration (SDD) using RDT&E funds.

The replacement GSS uses Non-Development Items (NDI) to replace obsolescent legacy LRUs, providing long-term support capability with support cost savings. In previous documentation, this program was reported as INS/GSS mod 4285 but was separated for clarity and accountability. Inertial Navigation System (INS) is documented in mod number 4286.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604226F / 0101126F.

Aircraft Breakdown: Active 64, Reserve 0, ANG 0, Total 64

Development Status

System Development and Demonstration (SDD) began in FY06

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		23.904										
PROCUREMENT (3010)												
INSTALL KITS	17		[20]		[13]		[14]					
KITS NONRECUR												
EQUIPMENT	17	8.956	20	8.477	13	6.182	14	6.300				
EQUIP NONREC												
CHANGE ORDERS						1.800		1.399				
DATA		0.303				0.273						
SIM/TRAINER			[2]	1.183								
SUPPORT-EQUIP		0.818		0.310								
ENG SUPPORT		0.518		2.402								
OGC		1.256		0.110		1.430		1.684		4.229		
INSTALLATION OF HARDWARE												
FY-08 17 KITS			[14]	4.326	[3]	0.936						
FY-09 20 KITS					[15]	4.680	[5]	1.560				
FY-10 13 KITS							[13]	4.056				
FY-11 14 KITS									[14]	4.368		
TOTAL INSTALL			14	4.326	18	5.616	18	5.616	14	4.368		
TOTAL COST (BP-1100) (Totals may not add due to rounding)	17	11.851	20	16.808	13	15.301	14	14.999		8.597		
INSTALLATION QTY			14		18		18		14			

Fact Sheet: B-1 MN-4285 Gyro Stabilization System (GSS) (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								23.904
PROCUREMENT (3010)								
INSTALL KITS							[64]	
KITS NONRECUR								
EQUIPMENT							64	29.915
EQUIP NONREC								
CHANGE ORDERS								3.199
DATA								0.576
SIM/TRAINER							[2]	1.183
SUPPORT-EQUIP								1.128
ENG SUPPORT								2.920
OGC								8.709
INSTALLATION OF HARDWARE								
FY-08 17 KITS							[17]	5.262
FY-09 20 KITS							[20]	6.240
FY-10 13 KITS							[13]	4.056
FY-11 14 KITS							[14]	4.368
TOTAL INSTALL							64	19.926
TOTAL COST (BP-1100) (Totals may not add due to rounding)							64	67.556
INSTALLATION QTY							64	

Method of Implementation: COMBINATION

Initial Lead Time: 13 Months Follow-On Lead Time: 12 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				04/08	11/08	11/09	11/10
Delivery Date (Month/CY)				05/09	11/09	11/10	11/11

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																			6	8	4	5	4	5	4	5	4	5	4	3	4	3
Output																					1	3	3	3	4	3	5	6	6	5	5	6	6

	FY-13			
Quarter	1	2	3	4
Input				
Output	5	3		

Description/Justification

This modification provides for the replacement of a line replacement unit (LRU) in the inertial navigation system (INS). This LRU has been identified as a diminishing manufacturing source (DMS) and ultimately a grounding item as defined by ACC. Based on system program office estimates, major grounding problems could occur beginning in FY12. The new LRU will be a more reliable and maintainable Inertial Navigation Unit (INU) with a higher mean time between failure (MTBF). In previous documentation, Gyro Stabilization System (GSS) and INS shared modification line MN-4285; since the FY09 PB, GSS has been addressed in MN-4285 and INS in this modification line, MN-4286. This modification is intended for the entire fleet of 66 aircraft. Two kits for flight test aircraft will be procured with RDT&E funding. This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604226F / 0101126F.

This is a new start procurement in FY11.

Aircraft Breakdown: Active 64, Reserve , ANG , Total 64

Development Status

Development Starts in FY08

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		10.973		23.146		41.924		4.592				
PROCUREMENT (3010)												
INSTALL KITS							22	19.600	42	38.600		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA										0.600		0.524
SIM/TRAINER												
SUPPORT-EQUIP												
CONTRACTOR SUPPORT												
OGC								0.740		0.505		5.440
INSTALLATION OF HARDWARE												
FY-11 22 KITS									[22]	8.100		
FY-12 42 KITS											[42]	15.100
TOTAL INSTALL									22	8.100	42	15.100
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							22	20.340	42	47.805		21.064
INSTALLATION QTY									22		42	

Fact Sheet: B-1 MN-4286 Inertial Navigation System (INS) (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								80.635
PROCUREMENT (3010)								
INSTALL KITS							64	58.200
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.124
SIM/TRAINER								
SUPPORT-EQUIP								
CONTRACTOR SUPPORT								
OGC								6.685
INSTALLATION OF HARDWARE								
FY-11 22 KITS							[22]	8.100
FY-12 42 KITS							[42]	15.100
TOTAL INSTALL							64	23.200
TOTAL COST (BP-1100) (Totals may not add due to rounding)							64	89.209
INSTALLATION QTY							64	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)				01/11	01/11	01/12
Delivery Date (Month/CY)				01/12	01/12	01/13

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																						6	8	8	10	11	11	10				
Output																							6	8	8	10	11	11	10				

Description/Justification

This modification was previously recorded on P3As for modification 4287 and 4288. It is now incorporated into modification 4288.

This effort addresses a critical safety issue with the current B-1 landing gear brake system. Loss of hydraulic fluid through failed braking components has been determined to be the root cause of two Class A mishaps, one of which resulted in the complete loss of a B-1 aircraft. These funds will procure and install flex lines and hydraulic fuses in the current brake hydraulic system. When activated, the flex lines and fuses will isolate the failed system and prevent hydraulic fluid loss, which will maintain hydraulic system operability. A total of 66 will be modified - 4 have been purchased as prototypes on contract at OO-ALC (583 funds) and 62 will be purchased with APAF modification dollars.

Aircraft Breakdown: Active 62, Reserve 0, ANG 0, Total 62

Development Status

Hardware in the loop testing scheduled for 10-09

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC					22	3.470	40	6.940				
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10 22 KITS					[22]	0.330						
FY-11 40 KITS							[40]	0.660				
TOTAL INSTALL					22	0.330	40	0.660				
TOTAL COST (BP-1100) (Totals may not add due to rounding)					22	3.800	40	7.600				
INSTALLATION QTY					22		40					

Fact Sheet: B-1 MN-4288 Wheel&Brake Fuses (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC							62	10.410
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-10 22 KITS							[22]	0.330
FY-11 40 KITS							[40]	0.660
TOTAL INSTALL							62	0.990
TOTAL COST (BP-1100) (Totals may not add due to rounding)							62	11.400
INSTALLATION QTY							62	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 4 Months Follow-On Lead Time: 3 Months

Milestones

	FY-08	FY-09	FY-10
Contract Date (Month/CY)			01/10
Delivery Date (Month/CY)			05/10

Installation Schedule

	FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											11	11	11	11	9	9
Output											11	11	11	11	9	9

Description/Justification

Funds will address safety hazard associated with B-1 engine feed fuel tubes, which may result in abnormal and hazardous fuel system operation. Potential consequences include main tank depletion, un-commanded fuel transfer, potential for an out of limit CG condition, and the possibility of engine flameout under some conditions. This modification will replace the existing tube configuration with new tubes, flexible couplings, and adjustable brackets that will eliminate the safety hazard on this aircraft.

Aircraft Breakdown: Active 66, Reserve , ANG , Total 66

Development Status

Development started FY05

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			36	1.329	30	0.239						
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.010						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.042		1.595				
INSTALLATION OF HARDWARE												
FY-09 36 KITS			[25]	0.111	[11]	0.527						
FY-10 30 KITS					[19]	0.893	[11]	0.535				
TOTAL INSTALL			25	0.111	30	1.420	11	0.535				
TOTAL COST (BP-1100) (Totals may not add due to rounding)			36	1.440	30	1.711		2.130				
INSTALLATION QTY			25		30		11					

Fact Sheet: B-1 MN-4289 ENGINE FEED-LINE (Continued)
(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							66	1.568
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.010
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								1.637
INSTALLATION OF HARDWARE								
FY-09 36 KITS							[36]	0.638
FY-10 30 KITS							[30]	1.428
TOTAL INSTALL							66	2.066
TOTAL COST (BP-1100) (Totals may not add due to rounding)							66	5.281
INSTALLATION QTY							66	

Method of Implementation: COMBINATION
Initial Lead Time: 1 Months Follow-On Lead Time: 1 Months

Milestones

	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)		06/09	03/10	11/10
Delivery Date (Month/CY)		07/09	04/10	12/10

Installation Schedule

	FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								25	7	8	7	8	3	3	3	2
Output												6	15	15	15	15

Description/Justification

Upgrades B-1 aircraft maintenance training devices (MTDs) located at Sheppard AFB and AETC Field Training Detachments located at AETC, ACC, AFMC, PACAF, USAFE, and AFSOC bases. MTDs support critical initial skills and supplemental training. Upgrades are necessary to ensure concurrency with aircraft systems.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[2]	0.392	[2]	0.396	[2]	0.404	[2]	0.411
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						0.392		0.396		0.404		0.411
(Totals may not add due to rounding)												

Fact Sheet: B-1 MN-4291 B-1 TRAINING SUPPORT (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER	[2]	0.418	[2]	0.426			[12]	2.447
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.418		0.426				2.447

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

The digital communications upgrade provides for replacement of a currently installed Ultra High Frequency (UHF) Satellite Communications (SATCOM) beyond line of sight datalink radio system with a Demand Assigned Multiple Access (DAMA) compliant, UHF SATCOM radio. The current system, a temporary modification, was installed in 2002 to support combat operations in Southwest Asia. The current system is not DAMA compliant, which severely limits accessibility to SATCOM channels. In addition, the current system utilizes a system unique datalink, which is not interoperable with standard, joint UHF SATCOM systems. The digital communications upgrade equipment includes the ARC-210 radio, a high power amplifier, a crypto fill port, and a laptop computer along with associated wiring and equipment trays. The ARC-210 radio is in the current DoD inventory, and the Digital Communications Improvement (DCI) system will use the Joint Range Extension (JRE) protocols for the datalink to ensure interoperability with tri-service platforms. The two B-1 test aircraft are being modified with the equivalent modification, which includes the same radios and JRE protocols as a part of the Fully Integrated Datalink program using RDT&E funds.

Under a Time and Material contract, FY08 3010 funds were used to pay for the modification of 44 aircraft and FY09 3010 funds were used to pay for the modification of 20 aircraft.

NOTE: This was a Congressional add program in FY06.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604226F.

Aircraft Breakdown: Active 64, Reserve , ANG , Total 64

Development Status

Development began in FY06.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		4.122										
PROCUREMENT (3010)												
INSTALL KITS	64	13.146										
KITS NONRECUR												
EQUIPMENT	64	6.538										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.400										
SIM/TRAINER												
SUPPORT-EQUIP												
ICS		0.977		1.470								
INSTALLATION OF HARDWARE												
FY-06 64 KITS	2	3.287	[62]	1.500								
TOTAL INSTALL	2	3.287	62	1.500								
TOTAL COST (BP-1100) (Totals may not add due to rounding)	64	24.348		2.970								
INSTALLATION QTY	2		62									

Fact Sheet: B-1 MN-6882 Digital Communications (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								4.122
PROCUREMENT (3010)								
INSTALL KITS							64	13.146
KITS NONRECUR								
EQUIPMENT							[64]	6.538
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.400
SIM/TRAINER								
SUPPORT-EQUIP								
ICS								2.447
INSTALLATION OF HARDWARE								
FY-06 64 KITS							[64]	4.787
TOTAL INSTALL							64	4.787
TOTAL COST (BP-1100) (Totals may not add due to rounding)							64	27.318
INSTALLATION QTY							64	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 13 Months Follow-On Lead Time: 0 Months

Milestones

	FY-05	FY-06
Contract Date (Month/CY)		10/06
Delivery Date (Month/CY)		11/07

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														2	0	15	15	16	16					
Output														2	0	5	15	15	14	13				

Description/Justification

The Digital Radio Frequency (RF) Memory (DRFM) provides receiving capability in the Band 8 frequency range and contains the Digital RF memory for the Band 6 and 7 transmitters. This modification corrects deficiencies in the RF source that limits the jamming capability against certain threats. In addition, the DRFM addresses numerous diminishing manufacturing sources (DMS), and replaces unsupportable receiver section circuit cards with redesigned and supportable cards. This modification will be provided for the entire fleet of 66 aircraft, 8 lab assets, and 17 initial spares.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604226F.

Aircraft Breakdown: Active 91, Reserve 0, ANG 0, Total 91

Development Status

Development began in FY03 and completed in FY07.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		22.797										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	74	9.025	17	2.256								
EQUIP NONREC		0.422										
CHANGE ORDERS												
DATA		5.480										
SIM/TRAINER												
SUPPORT-EQUIP		0.226										
MOD OF SPARES		1.132										
OGC		2.756		0.106								
PMA		0.146										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	74	19.187	17	2.362								

Fact Sheet: B-1 MN-7242 AN/ALQ-161A BAND 8 RF SOURCE (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								22.797
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							91	11.281
EQUIP NONREC								0.422
CHANGE ORDERS								
DATA								5.480
SIM/TRAINER								
SUPPORT-EQUIP								0.226
MOD OF SPARES								1.132
OGC								2.862
PMA								0.146
TOTAL COST (BP-1100)							91	21.549
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 18 Months Follow-On Lead Time: 18 Months

Milestones

	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)					03/07	03/07	04/08	04/09
Delivery Date (Month/CY)					09/08	09/08	10/09	10/10

Description/Justification

The B-1B Radar Reliability and Maintainability Improvement Program (RMIP) addresses reliability and maintainability issues that have the potential to ground fleet aircraft as early as FY11. This modification will resolve significant diminishing manufacturing resources and reliability problems with the existing dual-string radar, and will allow the B-1B to take advantage of potential future radar improvements. The hardware modification leverages off the already completed F-16 FMS (V) 9 radar program. The production contract award is scheduled in 2010 and will buy 66 RMIP kits for installation on the entire B-1B fleet. These installations will begin in the summer of 2011 based on an 18-month hardware lead-time. Specifically, one RMIP kit will include two Modular Receiver Exciters (MOREs), two Common Radar Processors (CoRPs), supporting installation cables, and clamps. The RMIP hardware installation will be performed by organic personnel at the B-1B main operating bases. This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604226F and PE0101126F.

Aircraft Breakdown: Active 66, Reserve 0, ANG 0, Total 66

Development Status

System Design and Demonstration began Feb 2006. The Preliminary Design Review (PDR) was completed Mar 2007 and the program completed Critical Design Review (CDR) in March 2008.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		120.052		30.815		38.736		1.620				
PROCUREMENT (3010)												
INSTALL KITS					18	0.004	24	0.004	12	0.002	12	0.002
KITS NONRECUR												
EQUIPMENT					[18]	27.280	[24]	36.277	[12]	18.841	[12]	19.475
EQUIP NONREC						3.600						
CHANGE ORDERS						3.084		2.400		2.000		0.600
DATA						4.015		0.066		0.083		0.047
SIM/TRAINER							[2]	0.342	[1]	0.190		
SUPPORT-EQUIP					[2]	5.713	[1]	8.496		3.542		0.340
ICS						2.457		2.079		0.974		0.126
PROGRAM MNGMT						8.647		3.432		3.829		2.379
OGC						2.204		3.205		1.805		1.481
INSTALLATION OF HARDWARE												
FY-10 18 KITS							[18]					
FY-11 24 KITS									[24]			
FY-12 12 KITS											[12]	
FY-13 12 KITS												
TOTAL INSTALL							18		24		12	
TOTAL COST (BP-1100) (Totals may not add due to rounding)					18	57.004	24	56.301	12	31.266	12	24.450
INSTALLATION QTY							18		24		12	

Fact Sheet: B-1 MN-8411 RADAR IMPROVEMENT UPGRADE (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								191.223
PROCUREMENT (3010)								
INSTALL KITS							66	0.012
KITS NONRECUR								
EQUIPMENT							[66]	101.873
EQUIP NONREC								3.600
CHANGE ORDERS								8.084
DATA								4.211
SIM/TRAINER							[3]	0.532
SUPPORT-EQUIP							[3]	18.091
ICS								5.636
PROGRAM MNGMT								18.287
OGC								8.695
INSTALLATION OF HARDWARE								
FY-10 18 KITS							[18]	
FY-11 24 KITS							[24]	
FY-12 12 KITS							[12]	
FY-13 12 KITS	[12]						[12]	
TOTAL INSTALL	12						66	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							66	169.021
INSTALLATION QTY	12						66	

Method of Implementation: COMBINATION

Initial Lead Time: 18 Months Follow-On Lead Time: 18 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)						01/10	11/10	11/11	11/12
Delivery Date (Month/CY)						07/11	05/12	05/13	05/14

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												18				24
Output																												18				24

	FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4
Input				12				12
Output				12				12

Description/Justification

The Tail Warning Function (TWF) System on the B-1B is designed to provide protection from anti-aircraft missiles and is essential for aircraft protection during hostile engagements. TWF system deficiencies include excessive false missile alarm reports, excessive TWF receiver jamming, and false indications of TWF hardware malfunctions and multi-aircraft mutual interference. This modification replaces the local oscillators and Programmable Read Only Memory (PROMs) to reduce the mutual interference and excessive false missile alarms.

Aircraft Breakdown: Active 66, Reserve 0, ANG 0, Total 66

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.000										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	66	12.699										
EQUIP NONREC												
CHANGE ORDERS				0.519								
DATA		0.800										
SIM/TRAINER												
SUPPORT-EQUIP		0.814										
MOD OF SPARES		1.008										
OGC		1.881										
INSTALLATION OF HARDWARE												
FY-04 64 KITS	64											
FY-05 2 KITS	2											
TOTAL INSTALL	66											
TOTAL COST (BP-1100) (Totals may not add due to rounding)	66	17.202		0.519								
INSTALLATION QTY	66											

Fact Sheet: B-1 MN-8970 AN/ALQ-161A TAIL WARNING FUNCTION (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								2.000
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							66	12.699
EQUIP NONREC								
CHANGE ORDERS								0.519
DATA								0.800
SIM/TRAINER								
SUPPORT-EQUIP								0.814
MOD OF SPARES								1.008
OGC								1.881
INSTALLATION OF HARDWARE								
FY-04 64 KITS							[64]	
FY-05 2 KITS							[2]	
TOTAL INSTALL							66	
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							66	17.721
INSTALLATION QTY							66	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-01	FY-02	FY-03	FY-04	FY-05
Contract Date (Month/CY)				03/05	04/05
Delivery Date (Month/CY)				03/06	04/06

Installation Schedule

	FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																					6	20	20	20				
Output																					6	20	20	20				

Description/Justification

Vertical Situation Display Upgrade (VSDU) addresses reliability and maintainability issues with the primary flight displays, which are rapidly becoming unsupportable due to diminishing sources for repair parts. Spare display levels are projected to go to zero in FY12 with the potential to begin grounding fleet aircraft in late FY12. This modification provides for the replacement of the pilot and co-pilot primary flight displays, known as VSDs. The current monochrome VSDs and original "steam gauge" primary flight instruments are becoming unsupportable and spares are no longer procurable due to obsolescence and diminishing manufacturing sources. VSDU includes the addition of a second display at each of the two pilot stations to incorporate all of the primary flight controls and to meet flight safety standards. These displays will also provide front crew situational awareness, enhancing the ability to avoid threats and to strike emerging targets. VSDU is planned as a concurrent install with Fully Integrated Data Link (FIDL) and Central Integrated Test System (CITS) upgrades.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604226F/11126F.

Procurement of VSDU diminishing manufacturing source (DMS) kit parts will be accomplished with the FY10/11 funding (this may include lifetime buy of component parts).

Note: Two (2) test aircraft are modified as a part of the development program and funded with RDT&E funds; 64 modified in production for a total of 66 aircraft.

This is a new start procurement in FY11.

Aircraft Breakdown: Active 64, Reserve 0, ANG 0, Total 64

Development Status

Development began in FY06

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		43.898		28.156		42.321		5.000				
PROCUREMENT (3010)												
INSTALL KITS							9	5.472	8	4.961	8	5.060
KITS NONRECUR								0.962				
EQUIPMENT							[9]	17.343	[8]	15.724	[8]	16.038
EQUIP NONREC								1.400				
CHANGE ORDERS												
DATA								2.500				
SIM/TRAINER							[2]	5.249	[3]	0.666		
SUPPORT-EQUIP								1.928		1.219		
ICS										0.866		0.745

Fact Sheet: B-1 MN-8971 VERTICAL SITUATION DISPLAYS (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-11 9 KITS									[1]	1.165	[8]	9.368
FY-12 8 KITS											[3]	3.513
FY-13 8 KITS												
FY-14 8 KITS												
FY-16 13 KITS												
FY-17 13 KITS												
FY-18 5 KITS												
TOTAL INSTALL									1	1.165	11	12.881
TOTAL COST (BP-1100) (Totals may not add due to rounding)							9	34.854	8	24.601	8	34.724
INSTALLATION QTY									1		11	

Fact Sheet: B-1 MN-8971 VERTICAL SITUATION DISPLAYS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								119.375
PROCUREMENT (3010)								
INSTALL KITS	8	5.161			31	21.539	64	42.193
KITS NONRECUR								0.962
EQUIPMENT	[8]	16.359			[31]	66.939	[64]	132.403
EQUIP NONREC								1.400
CHANGE ORDERS								
DATA				0.062				2.562
SIM/TRAINER							[5]	5.915
SUPPORT-EQUIP		0.062						3.209
ICS		0.300						1.911
INSTALLATION OF HARDWARE								
FY-11 9 KITS							[9]	10.533
FY-12 8 KITS	[5]	5.973					[8]	9.486
FY-13 8 KITS	[1]	1.195	[7]	8.526			[8]	9.721
FY-14 8 KITS					[8]	9.941	[8]	9.941
FY-16 13 KITS					[13]	16.477	[13]	16.477
FY-17 13 KITS					[13]	16.806	[13]	16.806
FY-18 5 KITS					[5]	6.593	[5]	6.593
TOTAL INSTALL	6	7.168	7	8.526	39	49.817	64	79.557
TOTAL COST (BP-1100) (Totals may not add due to rounding)	8	29.050		8.588	31	138.295	64	270.112
INSTALLATION QTY	6		7		39		64	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 18 Months Follow-On Lead Time: 18 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17
Contract Date (Month/CY)							01/11	01/12	01/13	01/14	01/15	10/15	01/17
Delivery Date (Month/CY)							07/12	07/13	07/14	07/15	07/16	04/17	07/18

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																1
Output																																

	FY-13				FY-14				FY-15				FY-16				FY-17				FY-18				FY-19			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	2	3	3	3	2	2	1	1	2	2	2	1	2	2	2	2	4	4	3	2	4	4	3	2	3	2		
Output				3	2	2	3	3	2	3	3	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	2	

Description/Justification

The B-1 Laptop Controlled Targeting Pod (LCTP) program answers the July 2006 CENTAF Urgent Need Request (UNR) to add an Advanced Targeting Pod (ATP) to the B-1 weapons platform. The B-1 electro-optic/infrared (EO/IR) Laptop Controlled Targeting Pod (LCTP) has significantly improved combat situational awareness, provided a capability to positively identify targets, employ precision guided weapons (GBU-31 and GBU-38), perform battle damage assessment, and provide non-traditional intelligence surveillance and reconnaissance (ISR).

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604226F.

Aircraft Breakdown: Active 66, Reserve , ANG , Total 66

Development Status

Development of LCTP design was started in FY05 via Congressional add. Continued SDD was funded partially with Air Force and GWOT funding in FY07.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		80.494		0.044								
PROCUREMENT (3010)												
INSTALL KITS	66	42.587										
KITS NONRECUR												
EQUIPMENT					[70]	3.300						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	1	0.500	[1]	0.977								
SUPPORT-EQUIP		0.352		0.261								
OGC		1.518										
GFP		0.111										
ICS		0.578										
INSTALLATION OF HARDWARE												
FY-07 24 KITS	24	4.181										
FY-08 42 KITS	42	7.411										
TOTAL INSTALL	66	11.592										
TOTAL COST (BP-1100) (Totals may not add due to rounding)	66	57.238		1.238		3.300						
INSTALLATION QTY	66											

Fact Sheet: B-1 MN-92294 LAPTOP CONTROLLED TARGETING POD (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								80.538
PROCUREMENT (3010)								
INSTALL KITS							66	42.587
KITS NONRECUR								
EQUIPMENT							[70]	3.300
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[2]	1.477
SUPPORT-EQUIP								0.613
OGC								1.518
GFP								0.111
ICS								0.578
INSTALLATION OF HARDWARE								
FY-07 24 KITS							[24]	4.181
FY-08 42 KITS							[42]	7.411
TOTAL INSTALL							66	11.592
TOTAL COST (BP-1100) (Totals may not add due to rounding)							66	61.776
INSTALLATION QTY							66	

Method of Implementation: CONTRACT FIELD TEAM
Initial Lead Time: 8 Months Follow-On Lead Time: 7 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)				06/07	10/07
Delivery Date (Month/CY)				02/08	05/08

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													4	5	10	14	12	12	9					
Output															9	10	14	11	11	11				

Description/Justification

This modification includes plans to procure new external pylons to carry an Advanced Targeting Pod (ATP) and additional lots of LCTP pylon support equipment. The B-1B Laptop Controlled Targeting Pod (LCTP) program will significantly improve combat situational awareness, provide a capability to positively identify targets, perform battle damage assessment, and provide non-traditional intelligence surveillance and reconnaissance (NTISR).

FY 2010 OVERSEAS CONTINGENCY OPERATIONS SUPPLEMENTAL:
OCO funds will procure additional aircraft and pylon hardware and support equipment in response to the 2006 USCENTAF Urgent Need Request (UNR) requesting integration of an Advanced Targeting Pod (ATP) onto the B-1B in support of ongoing combat operations in the CENTCOM AOR. Funds will eliminate the need to ship hardware and support equipment around the world to support training and combat operations and ensure the LCTP system remains supportable and maintainable.

FY 2011 OVERSEAS CONTINGENCY OPERATIONS SUPPLEMENTAL REQUEST:
OCO funds will procure additional aircraft and pylon hardware and support equipment in response to the 2006 USCENTAF Urgent Need Request (UNR) requesting integration of an Advanced Targeting Pod (ATP) onto the B-1B in support of ongoing combat operations in the CENTCOM AOR. Funds will eliminate the need to ship hardware and support equipment around the world to support training and combat operations and ensure the LCTP system remains supportable and maintainable.

Aircraft Breakdown: Active 51, Reserve 0, ANG 0, Total 51

Development Status

Development of new external pylon was started in FY05 with a Congressional add.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	31	17.780			[20]	4.540						
EQUIP NONREC						4.880						
CHANGE ORDERS												
DATA						0.500						
SIM/TRAINER												
SUPPORT-EQUIP		0.238			[10]	1.820						
OGC		0.256		3.320								
KIT REPLENISH						5.460						
FY11 OCO Request								8.500				

Fact Sheet: B-1 MN-92297 Pylon for External Stores (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		18.274		3.320		17.200		8.500				
INSTALLATION QTY												

Fact Sheet: B-1 MN-92297 Pylon for External Stores (Continued)
(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							[51]	22.320
EQUIP NONREC								4.880
CHANGE ORDERS								
DATA								0.500
SIM/TRAINER								
SUPPORT-EQUIP							[10]	2.058
OGC								3.576
KIT REPLENISH								5.460
FY11 OCO Request								8.500
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								47.294
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 8 Months Follow-On Lead Time: 6 Months

Milestones

	FY-06	FY-07	FY-08
Contract Date (Month/CY)		06/07	01/08
Delivery Date (Month/CY)		02/08	07/08

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-14				FY-15				FY-16				FY-17				FY-18				FY-19				FY-20			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

These modifications are low cost upgrades that address safety, reliability, maintainability, and/or improved system performance issues on the B-1B aircraft, support equipment, and simulators/trainers. These funds are required for mission essential B-1B low cost modifications to ensure readiness and B-1B operational requirements. Previous and continuous modifications included Environmental Conrtol System (ECS) pressure sensor replacement. Current modification is for waveguide replacement (FY09).

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT			[66]	0.600		0.100		0.100				
OGC		0.012										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.012		0.600		0.100		0.100				

Fact Sheet: B-1 MN-99999X LOW COST MODIFICATIONS (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT							[66]	0.800
OGC								0.012
TOTAL COST (BP-1100)								0.812
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE
Initial Lead Time: 2 Months Follow-On Lead Time: 0 Months

Milestones

	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)				11/09
Delivery Date (Month/CY)				01/10

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: B-52				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$11.501	$61.270	$69.074	$0.000	$69.074	$156.560	$118.892	$111.257	$139.417

This line item funds modifications to the B-52H aircraft. The B-52H strategic bomber maintains nuclear and conventional taskings. The primary modification in FY11 is the CONECT. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
Reserve	0.434	9.587	8.761	19.657	18.306	16.768	34.468
ANG	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	3265	B-52 Anti-Skid Replacement							4.6	6.8	5.9	0.9	18.2
	3266	Correct B-52 APQ-166 RAD								42.6	106.4	495.2	644.2
	3309	AIRBORNE WIDEBAND TE						18.5	32.9	44.1	23.4	48.6	167.5
	3310	CONECT PHASE A	2.2	39.3	41.5			81.4	69.5	15.5	0.8		256.1
	4260	ADVANCED WEAPON INT	6.5	18.5	24.5			43.6					93.1
	6885	B- 52 TRAINERS		2.2	2.2			2.2	2.3	2.3	2.3		13.5
	9709	GLOBAL AIR TRAFFIC MA						9.8	9.2				19.0
	99999X	LOW COST MODIFICATIO	1.8	1.4	0.8			1.1	0.4	0.0	0.6		7.2
	Z88888	ADJUSTMENTS	1.0	0.0									
TOTAL FOR CLASS P			11.5	61.3	69.1	0.0	69.1	156.6	118.9	111.3	139.4	544.7	1218.7
TOTAL FOR WEAPON SYSTEM B-52			11.5	61.3	69.1	0.0	69.1	156.6	118.9	111.3	139.4	544.7	1218.7

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 38	PAGE NO. 1	

Description/Justification

The B-52 Combat Network Communication Technology (CONECT) acquisition program will support nuclear and conventional operations by upgrading the B-52 fleet with data link and voice communications capabilities along with improved threat and situational awareness to support participation in network centric operations. The CONECT upgrade installs new Multi-Functional Color Displays (MFCDs) and a digital interphone system which will survive and function through the nuclear environment to enhance crew interaction and situational awareness. To enable net centric operations, the CONECT upgrade installs: on-board client/server architecture supporting distributed processing with independent control functions; UHF Beyond Line-Of-Sight (BLOS) Joint Range Extension (JRE) capability via ARC-210 Warrior radio to exchange J-Series messaging within theater; Intelligence Broadcast Receiver; limited Internet Protocol (IP)-based UHF BLOS link supporting email and file transfers; and Improved Data Modem (IDM)-based digital Variable Message Format (VMF) datalink to significantly enhance close air support (CAS) missions. This integrated suite, when produced and installed, will provide the B-52 fleet with a machine-to-machine capability supporting aircraft re-tasking and re-targeting of CALCM and J-series weapons across the range of military operations the B-52 is assigned. Life of Type (LOT) buys will be implemented, when appropriate, to address diminishing manufacturing sources and materiel shortages (DMSMS) for affected components and subassemblies to protect the planned production program by mitigating unplanned part redesign and requalification risks. This modification is planned to be done in conjunction with Programmed Depot Maintenance (PDM). In addition, training devices will be upgraded to include CONECT functionality to meet user training requirements.

This program will have associated Research Development Test and Evaluation (RDT&E) funding in PE 0101113F.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	TO COMPL	TOTAL
Active	2		3	4	12	13	12	12		58
Reserve			2	2	4	4	4	2		18
Installation Schedule										
Active	1			1	4	5	12	13	24	58
Reserve					2	1	4	4	7	18

Aircraft Breakdown: Active 58, Reserve 18, ANG 0, Total 76

Development Status

Development began in FY05. RDT&E funding supporting the phased acquisition program is detailed in B-52 Modernization (BPAC 675039) Exhibit R2a. The CONECT P3A provides the details and funding profile associated with the modification. Two installation kits were procured during RDT&E. One kit was installed on the flight test aircraft. The second kit has been identified as residual asset to the development contract and will be used as the kitproof kit in production.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	2	134.515		35.112		43.453		23.543		2.106		
PROCUREMENT (3010)												
INSTALL KITS					5	5.389	6	6.039	16	14.015	10	8.924
KITS NONRECUR												
EQUIPMENT					[5]	17.431	[6]	19.662	[16]	46.237	[10]	28.898
EQUIP NONREC						6.861		5.205		3.278		

Fact Sheet: B-52 MN-3310 CONECT PHASE A (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
CHANGE ORDERS						2.120		4.155		3.371		3.615
DATA						0.876		0.891		0.907		0.922
SIM/TRAINER												
SUPPORT-EQUIP						4.044		0.663				
OGC		5.935		2.174		2.549		2.685		5.485		6.280
SIM/TRAINER										3.484		6.887
INSTALLATION OF HARDWARE												
FY-07 2 KITS			[1]				[1]	2.228				
FY-10 5 KITS									[3]	4.608	[2]	3.115
FY-11 6 KITS											[6]	9.345
FY-12 16 KITS											[1]	1.558
FY-13 10 KITS												
TOTAL INSTALL			1				1	2.228	3	4.608	9	14.018
TOTAL COST (BP-1100) (Totals may not add due to rounding)	2	5.935		2.174	5	39.270	6	41.528	16	81.385	10	69.544
INSTALLATION QTY			1				1		3		9	

Fact Sheet: B-52 MN-3310 CONECT PHASE A (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							2	238.729
PROCUREMENT (3010)								
INSTALL KITS							37	34.367
KITS NONRECUR								
EQUIPMENT							[37]	112.228
EQUIP NONREC								15.344
CHANGE ORDERS								13.261
DATA								3.596
SIM/TRAINER								
SUPPORT-EQUIP								4.707
OGC		2.825		0.753				28.686
SIM/TRAINER								10.371
INSTALLATION OF HARDWARE								
FY-07 2 KITS							[2]	2.228
FY-10 5 KITS							[5]	7.723
FY-11 6 KITS							[6]	9.345
FY-12 16 KITS	[8]	12.641					[9]	14.199
FY-13 10 KITS								
TOTAL INSTALL	8	12.641					22	33.495
TOTAL COST (BP-1100) (Totals may not add due to rounding)		15.466		0.753			39	256.055
INSTALLATION QTY	8						22	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 16 Months Follow-On Lead Time: 16 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)				06/07			06/10	06/11	10/12	10/13
Delivery Date (Month/CY)				10/08			10/11	10/12	02/14	02/15

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																					1								1			
Output																								1								1

	FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	1	1		1	2	2	2	3	4	4						
Output			1	1	1	1	2	2	2	3	3	3	1			

Description/Justification

The Advanced Weapons Integration (AWI) program improves the B-52H conventional warfare combat capability. This two-phased program improves B-52 lethality by integrating applicable smart weapons on the pylons and weapons bay and by incorporating targeting sensor technology on the B-52H.

INTEGRATED WEAPONS INTERFACE UNITS (IWIU)
The IWIU program installs redesigned aircraft-to-weapons interface hardware (IWIUs), replacing three existing Line Replaceable Units (LRUs) (Power Switching Assembly (PSA), Weapons Interface Unit (WIU) and Information Switching Unit (ISU)) out of production since the 1980s and unsupportable due to Diminishing Manufacturing Sources (DMS) and obsolescence issues. In addition, IWIU program produces aircrew and maintenance technical and training data and upgrades the simulators and trainers. The IWIU effort will modify a total of 108 Stub Pylon/Heavy Stores Adapter Beams (SP/HSAB): 53 shipsets of 2 SP/HSABs per aircraft, and 2 SP/HSAs at Edwards AFB to support test. SP/HSAB and IWIU quantities are not tied to fleet size. The initial contract was funded with a combination of FY 2006 and FY 2007 funds.

1760 IN THE BAY
This program modifies aircraft software and the Common Strategic Rotary Launcher (CSRL) to carry MIL-STD-1760-based munitions in the B-52 internal weapons bay leveraging the IWIU program and previous work done for a 2005 demonstration and through 2006 and 2007 Congressional adds. Production requirements are for CSRL modifications. No new CSRLs will be procured. Initial program will remove current munitions interface components, cables, connectors and mounting brackets from 35 CSRLs and replace with 1760 capable components. Modified CSRLs will lose their nuclear capability until such time as integration of 1760 Series II nuclear munitions and development and integration of a nuclear hardened IWIU. The sole Line Replaceable Unit (LRU) for this modification is the IWIU, which is the same unit used for control of 1760-based munitions carried externally on the pylon. Initial procurement quantity of IWIU is 75: 2ea IWIUs are required per CSRL and 5 spares. CSRL kits will be installed by contract field team beginning in 4th Quarter FY 2011. Carriage Expansion Support Equipment on CSRL will increase the number of weapon stations per CSRL using various combinations of bomb racks and dispensers based on the weapon carried and unique mission requirements. The CSRL Support Equipment will be field-level installed in 4th quarter FY 2012. Program total production quantities could increase if more CSRLs are released from nuclear requirements and approved for modification. This program has associated RDT&E funding in PE 0101113F.

TARGETING POD INTEGRATION (TPI)
The TPI program integrates advanced targeting pod capability (initially LITENING II) through development, procurement and installation of group A/B hardware and new Alternate Mission Equipment (AME) control stick and display replacing the legacy AGM-142 HAVE NAP AME orginally used for targeting pod control and display. The modification includes Group A wiring, Group B (ALE-25 pylons) and AME. Under the separate Advanced Targeting Pod development program, which has associated Research Development Test and Evaluation (RDT&E) funding in PE 0101113F, both LITENING and Sniper targeting pods will be supported with the TPI hardware and provided with improved functionality.
Group A: To date, 72 B-52s (includes 2 ground trainers) have the associated Group A wiring required to employ a targeting pod. Six of the 72 B-52s have been retired and one additional aircraft was lost. This effort will Group A wire the remaining 7 aircraft in 2010. In all, 76 operational B-52s will have the targeting pod Group A wiring.
Group B (ALE-25 Pylons): The targeting pod integration originally modified 23 ALE-25 pylons in 2006 to compliment 17 existing ALE-25 pylons completed prior to 2006 (not funded under the AWI program) to carry targeting pods. An additional 22 pylons were procured in FY09, bringing the total number of pylons to 62 to increase operational flexibility. The Group B ALE-25 pylon modifications are not specifically tied to fleet size.
AME: The Targeting Pod Integration effort will procure 76 sets of AME to replace obsolete AGM-142 AME and provide a fleet wide capability. The replacement AME consists of an Integrated Handle Controller (IHC) and a Multi-Function Color Display (MFCD), replacing the existing AGM-142 Advanced Guided Weapon Control Panel (AGWCP), monitor, and joystick.

The Air Force budget is based on a Total Aircraft Inventory (TAI) of 76.

Projected Allocations by Component for TPI Group A/B (Subject to Total Force mission priorities and aircraft availability).

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	52		6								58
Reserve	17		1								18
ANG											0

Fact Sheet: B-52 MN-4260 ADVANCED WEAPON INTEGRATION (Continued)

Description/Justification Continued

Installation Schedule				
Active	34	18	6	58
Reserve	14	3	1	18
ANG				0

Aircraft Breakdown: Active 58, Reserve 18, ANG 0, Total 76

Development Status

Weapons integration software development for weapons in which the B-52 is the objective platform is funded through the individual weapons program. The IWIU pylon kit development is complete and is being installed in the SP/HSAB. The TPI kit development is complete and modifications are underway. 1760 In the Bay hardware and software development program is underway, after program hold due to funding, and will modify CSRL for carriage release of the 1760 J-series weapons currently carried on the B-52H from the weapons bay .

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						8.000		24.733		33.919		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.302		0.905						
SIM/TRAINER												
SUPPORT-EQUIP												
CHANGE ORDERS												
GVT FLT TST SPPRT												
OGC				0.009								
T.O. Printing						0.156						
INTEGRATED WEAPONS INTERFACE												
UNIT (IWIU)												
SP/HSAB Pylon Kits												
PYLON REFURB/WIRING			[26]	2.400								
ENG SUPPORT												
ECP						0.774						
EQUIP NONREC				0.806								
IWIU INSTALL			[5]	0.085	[42]	0.954						
PMA				1.797		1.736						
ICS				0.295		0.295						
DEPOT STAND-UP						11.450						
ALTERNATE MISSION EQUIP (AME)												
AME INSTALL					[76]	0.550						
AME NONRECUR												
ECP												

Fact Sheet: B-52 MN-4260 ADVANCED WEAPON INTEGRATION (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
Rehost AGWCP Functions												
Aircraft Wiring Kits												
RETROFIT KITS												
INSTALL KITS			[7]	0.070								
ALE-25 Pylon Kits			[22]	0.763	[22]	0.810						
ALE-25 Refurb/Wiring					[44]	0.830						
1760 Install Kits							[35]	0.900				
1760 Group A CSRL Kit							[35]	3.500				
1760 Group B IWIU							[75]	9.450				
1760 Change Orders								0.543		0.134		
1760 Data								0.850				
1760 Support Equipment-Ground							[10]	5.000				
1760 - CSRL Support Equipment							[280]	3.640	[590]	42.950		
1760 OGC								0.358		0.498		
1760 TO Printing								0.300				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				6.526		18.460		24.541		43.582		
INSTALLATION QTY												

Fact Sheet: B-52 MN-4260 ADVANCED WEAPON INTEGRATION (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								66.652
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.207
SIM/TRAINER								
SUPPORT-EQUIP								
CHANGE ORDERS								
GVT FLT TST SPPRT								
OGC								0.009
T.O. Printing								0.156
INTEGRATED WEAPONS INTERFACE								
UNIT (IWIU)								
SP/HSAB Pylon Kits								
PYLON REFURB/WIRING							[26]	2.400
ENG SUPPORT								
ECP								0.774
EQUIP NONREC								0.806
IWIU INSTALL							[47]	1.039
PMA								3.533
ICS								0.590
DEPOT STAND-UP								11.450
ALTERNATE MISSION EQUIP (AME)								
AME INSTALL							[76]	0.550
AME NONRECUR								
ECP								
Rehost AGWCP Functions								
Aircraft Wiring Kits								
RETROFIT KITS								
INSTALL KITS							[7]	0.070
ALE-25 Pylon Kits							[44]	1.573
ALE-25 Refurb/Wiring							[44]	0.830
1760 Install Kits							[35]	0.900
1760 Group A CSRL Kit							[35]	3.500
1760 Group B IWIU							[75]	9.450
1760 Change Orders								0.677
1760 Data								0.850
1760 Support Equipment-Ground							[10]	5.000
1760 - CSRL Support Equipment							[870]	46.590
1760 OGC								0.856

Fact Sheet: B-52 MN-4260 ADVANCED WEAPON INTEGRATION (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
1760 TO Printing								0.300
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								93.109
INSTALLATION QTY								

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 16 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-16				FY-17				FY-18				FY-19				FY-20				FY-21				FY-22			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

Funds will provide upgrades/or component replacement for the B-52 aircraft Maintenance Training Devices (MTDs) located at Sheppard AFB TX and Field Training Detachments located at Minot AFB ND and Barksdale AFB LA. MTDs support critical initial skills and supplemental training. Upgrades are necessary to ensure concurrency with aircraft systems. These MTDs include system trainers for Egress, Fuels, Bomb/Navigation, Electro-optical Viewing, Auto-pilot, Stability Augmentation, Windows, Flight Controls, Electrical, Pneumatic, and Main Landing Gear.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

Annual plan will be contracted to deliver concurrency upgrades for systems and to replace obsolete equipment. This will apply to various MTDs from year to year to combine with modification requirements based on aircraft configuration changes and training requirements.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[1]	2.161	[1]	2.184	[1]	2.219	[1]	2.260
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						2.161		2.184		2.219		2.260
(Totals may not add due to rounding)												

Fact Sheet: B-52 MN-6885 B- 52 TRAINERS (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER	[1]	2.301	[1]	2.346			[6]	13.471
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		2.301		2.346				13.471

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

These modifications are low cost upgrades that address safety, reliability, maintainability, and/or improved system performance issues on the B-52 aircraft, support equipment, and simulators/trainers. These funds are required for mission essential B-52H low cost modifications to ensure readiness and B-52H operational requirements. Previous and continuous modifications included ARC-210 pigtail/filter kits and LITENING pod breakout box test sets. Current modifications include a bomb bay camera, ALQ-172 nose radome, Oxygen Shut-off Valve, and Bomb Bay Onboard Cargo System.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		1.092		1.791		1.386		0.821		1.105		0.435
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		1.092		1.791		1.386		0.821		1.105		0.435

Fact Sheet: B-52 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.019		0.597				7.246
TOTAL COST (BP-1100)		0.019		0.597				7.246
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: A-10				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$150.931	$261.682	$165.361	$16.500	$181.861	$155.818	$148.843	$137.847	$0.000

FY2010 funding totals include $10M appropriated for Overseas Contingency Operations.
FY2011 funding totals include $16.5M requested for Overseas Contingency Operations.

This line item funds modifications to the A-10 aircraft. The A-10 is a twin engine, single seat, close air support aircraft capable of delivering a full range of air-to-ground munitions as well as self defense air-to-air missiles. The primary modifications budgeted in FY11 is the A-10 Wing Replacement mod. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
Reserve	41.735	67.212	29.467	27.477	27.700	24.965	0.000
ANG	40.318	64.877	46.021	41.216	41.550	39.230	0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	37120	DIGITAL DATA LINK	5.8	8.9	0.7			0.7					55.1
	7856	MODE S/5		7.4	4.4			7.1					40.1
	9601	ONBOARD OXYGEN GEN	1.3										8.3
	9604	Extended Duration Covert In	0.0	10.0	0.0	16.5	16.5						63.7
	9804	A-10 Wing Replacement Pr	94.5	194.7	152.0			148.1	148.8	137.8			1,017.0
	9805	PRECISION ENGAGEMEN	49.4	40.6	8.3								388.0
	99999X	LOW COST MODIFICATIO											
TOTAL FOR CLASS P			150.9	261.7	165.3	16.5	181.8	155.8	148.8	137.8	0.0	0.0	1572.3
TOTAL FOR WEAPON SYSTEM A-10			150.9	261.7	165.3	16.5	181.8	155.8	148.8	137.8	0.0	0.0	1572.3

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 39	PAGE NO. 1	

Description/Justification

In June 2005 USCENTAF identified an Urgent Need Request (UNR) for the A-10 to possess the capability to communicate with Link 16. The Situation Awareness Data Link (SADL) is an airborne version of the Enhanced Position and Location Reporting Systems (EPLRS) that meets this requirement and is being installed into all of the A-10 fleet.

This program updates the projected operational fleet of 347 aircraft, plus the ground trainer at Sheppard AFB. 13 of the aircraft were modified under RDT&E funding to support developmental activities, i.e. trial installs, development testing and operational testing. Funding also provides for 9 spares.

The SADL modification provides an integrated battlefield air picture, an integrated ground picture, and legacy data link waveform through the addition of a digital data link system. The SADL radio provides a jam-resistant, secure, digital data link for joint forces communications connectivity. Integrated into the A-10 avionics suite, SADL provides symbology overlay on digital moving maps in the cockpit to greatly enhance situational awareness for the aircrew. SADL enables two-way digital transmission of precise target coordinates, situational awareness of friendly forces, targets/threats and other pertinent mission data via friendly command and control forces. SADL also provides direct digital connectivity to mounted Tactical Air Control Party/Joint Tactical Air Controller (TACP/JTAC) via J-Series (Link 16) message format per user directed messaging and other (e.g., pilot-vehicle interface) requirements. Improved Data Modem (IDM) is also an element of the modification to provide direct digital connectivity to dismounted TACP/JTAC via Variable Message Format (VMF) and allows transfer of standard 9-line Close Air Support (CAS) mission briefing/targeting data and free-text, as well as other user prioritized and directed messages and Pilot Vehicle Interface (PVI) requirements, for enhanced interoperability with joint critical targeting systems and protocols (e.g., STRIKELINK and Cursor on Target) as these systems, technical profiles, and tactics continue to evolve. Onboard the A-10, IDM communicates via either the KY-58/ARC-164 or the ARC-210.

SADL kit installations require an A-10C aircraft. By definition this is an aircraft that has been modified with Precision Engagement (PE) modification (PEC 0207131F under MN-9805). The SADL/IDM kit/install schedule is therefore aligned with the PE install schedule to the maximum extent possible. Contractor Field Teams will install SADL/IDM in aircraft that have previously completed the PE installation on the depot line.

SADL RDT&E was funded under the Fighter Tactical Data Link (TDL) Program Element Code (PEC) 0207445F. FY 2006 SADL APAF funding was in PEC 0207423F Advanced Communications Systems. Beginning in FY 2007, all SADL equipment and installation is funded in the TDL PEC 0207445F.

Kit Procurement	PRIOR	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	200*									200
Reserve	32	23								55
ANG	92									92

* Includes 13 kits purchased & installed under the Development program

Installation Schedule										
Active	159	34	7							200
Reserve		35	20							55
ANG	43	3	46							92

Aircraft Breakdown: Active 200, Reserve 55, ANG 92, Total 347

Fact Sheet: A-10 MN-37120 DIGITAL DATA LINK (Continued)

Development Status

Initial development, system, and software engineering, Group A development, porting of the EPLRS waveform, and testing necessary to communicate with Link 16 was provided from TDL PEC 0207445F.

The SADL receiver/transmitter (R/T) is a non-developmental item currently in use on other platforms and procured via Army Communications and Electronics Command (CECOM) procurement contract. Testing completed in June 2007, fielding began in September 2007 to support AEF requirements.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	13	44.052		0.000								
PROCUREMENT (3010)												
INSTALL KITS	321	11.917	14	0.677								
KITS NONRECUR		1.514										
EQUIPMENT	321	3.143	[14]	0.369								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP	42	6.835										
OGC		0.400		0.100		2.174		0.680		0.675		
SPARES			[9]	0.674								
MISC		10.292		2.780		5.787						
INSTALLATION OF HARDWARE												
FY-06 190 KITS	190	4.463										
FY-07 25 KITS	12	0.516	[13]	0.214								
FY-08 106 KITS			[59]	0.974	[47]	0.765						
FY-09 14 KITS					[14]	0.195						
TOTAL INSTALL	202	4.979	72	1.188	61	0.960						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	321	39.080	14	5.788		8.921		0.680		0.675		
INSTALLATION QTY	202		72		61							

Fact Sheet: A-10 MN-37120 DIGITAL DATA LINK (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)							[13]	44.052
PROCUREMENT (3010)								
INSTALL KITS							335	12.594
KITS NONRECUR								1.514
EQUIPMENT							[335]	3.512
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP							[42]	6.835
OGC								4.029
SPARES							[9]	0.674
MISC								18.859
INSTALLATION OF HARDWARE								
FY-06 190 KITS							[190]	4.463
FY-07 25 KITS							[25]	0.730
FY-08 106 KITS							[106]	1.739
FY-09 14 KITS							[14]	0.195
TOTAL INSTALL							335	7.127
TOTAL COST (BP-1100) (Totals may not add due to rounding)							335	55.144
INSTALLATION QTY							335	

Method of Implementation: COMBINATION

Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)		03/06		01/08	01/09	01/10	01/11	01/12
Delivery Date (Month/CY)		09/06		07/08	07/09	07/10	07/11	07/12

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									24	24	24	23	27	27	27	26	18	18	18	18	18	18	17	8				
Output										24	24	24	23	27	27	27	26	18	18	18	18	18	18	17	8			

Description/Justification

Mode S is a civilian mode for Identify Friend or Foe (IFF) systems. It provides more detailed flight information about an aircraft to ground controllers and other aircraft than currently available. Europe has set a deadline of 31 March 2009 for aircraft flying through European airspace to be equipped with Mode S or risk having those aircraft denied European air space. Mode 5 is a secure military only IFF mode used in combat to identify friendly aircraft to prevent fratricide. Mode 5 is being developed by DoD to replace Mode 4. All combat aircraft are required to have Mode 5 by 2015.

This program will continue to upgrade the remainder of the operational fleet of 347 aircraft and the Maintenance trainer aircraft at Sheppard AFB with both Mode S and Mode 5 in time to meet both European and DoD requirements and fund 27 spares.

The A-10 Mode S/5 program will be accomplished in three spirals. Spiral 1 will remove and replace the existing IFF transponder with a Mode S equipped APX-119 transponder and adapter plate. Using the current IFF control panel and the new transponder the pilot will be able to turn the Mode S on and off exactly the same as the current mode is operated. This spiral initiates production toward meeting European requirements as mandated. Spiral 1 system provides detailed information like heading, location, and altitude tied to a specific aircraft tail number to the air traffic controllers.

Spiral 2 will add the capability to tie the Spiral 1 information from the aircraft to a specific flight plan. Additionally, Spiral 2 will bring primary control of the IFF system into the up front controller and digital displays being installed in the A-10 Precision Engagement (PE) program. The IFF control capability fielded on the A-10 beginning in October 2008. As the A-10 completes the Precision Engagement (PE) upgrade, it will fully comply with European airspace requirements. A-10s based in Europe were upgraded prior to 31 March 2009. Any deploying aircraft will have Mode S.

Spiral 3 integrates Mode 5 capability on the A-10 and will begin to install this capability in FY 2011. In this upgrade, the IFF transponders installed during Spiral 1 will be returned to the manufacturer for installation of a new card and updated software. This spiral will replace the current IFF control panel with a new one providing a full backup control to the up front controller and digital displays.

Projected Allocations by Component (Subject to Total Force mission priorities and aircraft availability).

Kit Procurement	PRIOR	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	134	0	19	32	15					200
Reserve	27	0	28	0	0					55
ANG	87	0	5	0	0					92
Installation Schedule										
Active	95	48	13	29	15					200
Reserve	28	1	11	15	0					55
ANG	19	52	21	0	0					92

Aircraft Breakdown: Active 200, Reserve 55, ANG 92, Total 347

Development Status

The APX-119 is a non-developmental item being used on other platforms. RDT&E funding in FY 2010 integrates Mode 5 on the A-10.

Projected Financial Plan

PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13

Fact Sheet: A-10 MN-7856 MODE S/5 (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						2.970						
PROCUREMENT (3010)												
INSTALL KITS	249	0.846			[52]	3.854	[32]	2.965	[15]	1.160		
KITS NONRECUR												
EQUIPMENT	249	12.425			52	2.596	32	1.302	15	1.295		
EQUIP NONREC												
CHANGE ORDERS		3.433				0.182		0.023		0.012		
DATA		2.166										
SIM/TRAINER												
SUPPORT-EQUIP		0.210										
OGC		2.147				0.800		0.081		0.165		
SPARES									[27]	4.423		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	249	21.227			52	7.432	32	4.371	15	7.055		

Fact Sheet: A-10 MN-7856 MODE S/5 (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								2.970
PROCUREMENT (3010)								
INSTALL KITS							[348]	8.825
KITS NONRECUR								
EQUIPMENT							348	17.618
EQUIP NONREC								
CHANGE ORDERS								3.650
DATA								2.166
SIM/TRAINER								
SUPPORT-EQUIP								0.210
OGC								3.193
SPARES							[27]	4.423
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							348	40.085

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months Follow-On Lead Time: 2 Months

Milestones

	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)		07/05		02/06	11/06			12/09	12/10	12/11
Delivery Date (Month/CY)		04/06		04/06	01/07			02/10	02/11	02/12

Description/Justification

The Onboard Oxygen Generating System (OBOGS) mitigates the constraints of liquid oxygen (LOX) by utilizing engine bleed air as the source of breathing oxygen and eliminates the maintenance costs and sortie delays the LOX system incurs. OBOGS minimizes current logistics footprint (from 8 pallets and 8 personnel to 1/4 pallet and 1 person). Installation of OBOGS removes dependency on LOX supplies, equipment, and personnel. The Regulated Emergency Oxygen System (REOS) will provide breathing gas in the event of failure of an engine, Environmental Control System (ECS), or OBOGS.

Congress appropriated a $6.5M Congressional add in FY2007. Additional funds were provided by the Air Force through internal reprogramming to complete the current program scope.

The OBOGS contract will provide for OBOGS for the 22 jets assigned to Spangdahlem AB and 2 spares. Successful installation of OBOGS on all 22 Spangdahlem jets will make all the assigned A-10 aircraft "LOX-free", dramatically reducing the logistics footprint and maintenance workload.

Aircraft Breakdown: Active 22, Reserve 0, ANG 0, Total 22

Development Status

Not Applicable

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	22	1.111										
KITS NONRECUR												
EQUIPMENT	22	2.074										
EQUIP NONREC												
CHANGE ORDERS				0.400								
DATA		2.377										
SIM/TRAINER												
SUPPORT-EQUIP	3	0.530										
OGC		0.440		0.200								
INSTALLATION OF HARDWARE												
FY-07 22 KITS		0.545	[6]	0.650	[16]							
TOTAL INSTALL		0.545	6	0.650	16							
TOTAL COST (BP-1100) (Totals may not add due to rounding)	22	7.077		1.250								
INSTALLATION QTY			6		16							

Fact Sheet: A-10 MN-9601 ONBOARD OXYGEN GENERATING SYSTEM (OBOGS) (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							22	1.111
KITS NONRECUR								
EQUIPMENT							[22]	2.074
EQUIP NONREC								
CHANGE ORDERS								0.400
DATA								2.377
SIM/TRAINER								
SUPPORT-EQUIP							[3]	0.530
OGC								0.640
INSTALLATION OF HARDWARE								
FY-07 22 KITS							[22]	1.195
TOTAL INSTALL							22	1.195
TOTAL COST (BP-1100)							22	8.327
(Totals may not add due to rounding)								
INSTALLATION QTY							22	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 4 Months Follow-On Lead Time: 2 Months

Milestones

	FY-06	FY-07	FY-08
Contract Date (Month/CY)			08/08
Delivery Date (Month/CY)			12/08

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											0	0	0	0	2	4	4	12	0	0
Output												0	0	0	2	4	4	12	0	0

Description/Justification

The A-10 aircraft requires an extended duration covert infrared countermeasures (IRCM) capability to protect the aircraft from infrared surface to air missile (IRSAM) threats during typical air-to-surface missions.

The AAR-47 Missile Warning System modification program provides the A-10 with a system that will detect and automatically dispense the optimum countermeasures to defeat the IRSAM threat and will improve A-10 survivability within the offensive envelope.

Initial $12.4 million funding for this effort was provided through the FY 2005 Global War on Terrorism (GWOT) supplemental. The project is generally referred to as IRCM (Infrared Countermeasures). This funding enabled purchase and installation of 50 kits.

$24 million in FY 2007 GWOT funded the FY 2008 purchase and installation of 132 kits.

The Guard and Reserve provided $14.2 million of FY 2009 National Guard and Reserve Equipment Appropriation (NGREA) funding for 42 complete kits and installs for the ANG and 52 A-kits and installs and 16 B-kits for the AFRC. The NGREA money is not reported in the P-3A (which represents Active AF TOA only); however, the impact of these funds is reflected in the embedded table below.

FY 2010 Overseas Contingency Operations (OCO) funding of $10 million procures 3 A-kits and 39 B-kits for the AFRC, 7 complete kits for the ANG, and 12 complete kits for the Active. This funding completes procurement and installation of AAR-47 Group A and B equipment on all AFRC and ANG aircraft.

In FY 2011 OCO funding of $16.5 million will complete the procurement and installation of the AAR-47 across the entire A-10 aircraft fleet, including the kit and install for the Maintenance Trainer at Sheppard AFB. Installation of IRCM across the fleet will enable unrestricted, total aircraft utilization in supporting Coalition Forces in the current conflicts as well as future engagements as needed. IRCM provides critical automated protection from IR threats in both current theaters of operation.

Projected Allocations by Component (Subject to Total Force mission priorities and aircraft availability).

Kit Procurement	PRIOR	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	139		12	49						200
Reserve		52	3							55
ANG	43	42	7							92
Installation Schedule										
Active	50	26	63	12	49					200
Reserve			52	3						55
ANG		13	72	7						92

FY 2010 funding totals include $10 million appropriated for OCO.

FY 2011 funding totals include $16.5 million requested for Overseas Contigency Operations. Funding will procure 50 Gp A & Gp B kits [$9.251 million], Support Equipment [$0.175 million], OGC [$0.061 million], Spares [$5.268 million], and Installation of kits in FY12 (all OCO funding) [$1.745 million]

Aircraft Breakdown: Active 200, Reserve 55, ANG 92, Total 347

Fact Sheet: A-10 MN-9604 Extended Duration Covert Infrared Countermeasures System (Continued)

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	182	5.404			22	0.752						
KITS NONRECUR		1.100										
EQUIPMENT	182	18.307			[58]	7.830						
EQUIP NONREC		2.500										
CHANGE ORDERS												
DATA		2.250										
SIM/TRAINER	1	0.100										
SUPPORT-EQUIP	10	0.150				0.517						
OGC		3.519				0.076						
SPARES												
FY11 OCO Request							[50]	16.500				
INSTALLATION OF HARDWARE												
FY-05 50 KITS	50	2.300										
FY-07 132 KITS		1.594	[39]	0.000	[93]	0.000						
FY-10 22 KITS					[0]	0.825	[22]	0.000				
TOTAL INSTALL	50	3.894	39		93	0.825	22					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	182	37.224			22	10.000		16.500				
INSTALLATION QTY	50		39		93		22					

Fact Sheet: A-10 MN-9604 Extended Duration Covert Infrared Countermeasures System (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							204	6.156
KITS NONRECUR								1.100
EQUIPMENT							[240]	26.137
EQUIP NONREC								2.500
CHANGE ORDERS								
DATA								2.250
SIM/TRAINER							[1]	0.100
SUPPORT-EQUIP							[10]	0.667
OGC								3.595
SPARES								
FY11 OCO Request							[50]	16.500
INSTALLATION OF HARDWARE								
FY-05 50 KITS							[50]	2.300
FY-07 132 KITS							[132]	1.594
FY-10 22 KITS							[22]	0.825
TOTAL INSTALL							204	4.719
TOTAL COST (BP-1100) (Totals may not add due to rounding)							204	63.724
INSTALLATION QTY							204	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 8 Months Follow-On Lead Time: 8 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)		03/06		07/08			10/09	10/10
Delivery Date (Month/CY)		11/06		03/09			06/10	06/11

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																22				28			6	33	36	36	21		22			
Output																22				28			3	33	36	36	24		22			

Description/Justification

The Wing Replacement program procures replacement wings for the A-10 because the cost of sustaining A-10 thin-skin wings has exceeded economic limits. The Fleet Viability Board estimated a $1.3 billion cost avoidance by replacing the thin-skin wings instead of repairing them. To increase the aircraft service life, A-10 thin-skin wings must be replaced with thick-skin wings similar to those used on the last third of the production aircraft. The replacement wings will meet the A-10 operational requirement to extend the aircraft's service life to 16,000 hours.

The replacement wings will incorporate reliability and maintainability improvements to known fatigue critical locations (including those discovered during the Summer of 2008). With these improvements, the wings will not require major structural inspections for the first 10,000 hours of service life.

The replacement wings will be installed as part of the O&M-funded Scheduled Structural Inspections (SSI). There are no APAF-funded installation costs. In order to ensure the cost effectiveness of replacing the wings, the Wing Replacement Program must procure a minimum of 40 wings per year to meet the demand of replacing 40 thin-skin wings entering SSI every year.

Projected Allocations by Component (Subject to Total Force mission priorities and aircraft availability).

Kit Procurement	PRIOR	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	7	8	23	19	20	20	18			115
Reserve	2	3	11	8	8	8	7			47
ANG	3	5	15	13	12	12	11			71
Installation Schedule										
Active			1	14	23	19	20	20	18	115
Reserve				5	11	8	8	8	7	47
ANG				8	15	13	12	12	11	71

Aircraft Breakdown: Active 115, Reserve 47, ANG 71, Total 233

Development Status

The Wing Replacement Program conducted and closed out the Critical Design Review October 2009; therefore, the replacement wing design changes and 3-D models reached sufficient maturity to begin procurement of parts and assembly of the First Article.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		5.695										
PROCUREMENT (3010)												
INSTALL KITS	12	0.056	16	0.101	49	0.253	40	0.246	40	0.246	40	0.246
KITS NONRECUR												
EQUIPMENT	12	117.989	[16]	81.381	[49]	180.048	[40]	138.807	[40]	137.139	[40]	138.253
EQUIP NONREC												
CHANGE ORDERS		0.516		7.147		8.012		7.907		7.164		6.850
DATA		0.062		0.062		0.062						
SIM/TRAINER												
SUPPORT-EQUIP												

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
OGC		5.180		2.981		3.500		2.815		2.053		2.022
OTHER		17.200		2.810		2.810		2.250		1.486		1.472
INSTALLATION OF HARDWARE												
FY-07 5 KITS					[1]		[4]					
FY-08 7 KITS							[7]					
FY-09 16 KITS							[16]					
FY-10 49 KITS									[49]			
FY-11 40 KITS											[40]	
FY-12 40 KITS												
FY-13 40 KITS												
FY-14 36 KITS												
TOTAL INSTALL					1		27		49		40	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	12	141.003	16	94.482	49	194.685	40	152.025	40	148.088	40	148.843
INSTALLATION QTY					1		27		49		40	

Fact Sheet: A-10 MN-9804 A-10 Wing Replacement Program (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								5.695
PROCUREMENT (3010)								
INSTALL KITS	36	0.240					233	1.388
KITS NONRECUR								
EQUIPMENT	[36]	128.150					[233]	921.767
EQUIP NONREC								
CHANGE ORDERS		6.129						43.725
DATA								0.186
SIM/TRAINER								
SUPPORT-EQUIP								
OGC		1.914						20.465
OTHER		1.414						29.442
INSTALLATION OF HARDWARE								
FY-07 5 KITS							[5]	
FY-08 7 KITS							[7]	
FY-09 16 KITS							[16]	
FY-10 49 KITS							[49]	
FY-11 40 KITS							[40]	
FY-12 40 KITS	[40]						[40]	
FY-13 40 KITS			[40]				[40]	
FY-14 36 KITS					[36]		[36]	
TOTAL INSTALL	40		40		36		233	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	36	137.847					233	1016.973
INSTALLATION QTY	40		40		36		233	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 39 Months Follow-On Lead Time: 24 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14
Contract Date (Month/CY)		06/07	01/08	02/09	01/10	01/11	01/12	01/13	01/14
Delivery Date (Month/CY)		09/10	01/10	02/11	01/12	01/13	01/14	01/15	01/16

Fact Sheet: A-10 MN-9804 A-10 Wing Replacement Program (Continued)

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																					1	3	6	8	10	12	12	12	13	10	10	10	10
Output																					1	3	6	8	10	12	12	12	13	10	10	10	10

	FY-14				FY-15				FY-16			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input	10	10	10	10	10	10	10	10	10	10	10	6
Output	10	10	10	10	10	10	10	10	10	10	10	6

Description/Justification

The Precision Engagement (PE) Program is a hardware and software modification to the A-10. This program updates the entire projected operational fleet of 347 aircraft, plus ground trainers (2) at Sheppard AFB and 2 spares. PE Kits for eight aircraft were purchased and installed with RDT&E funds.

The PE modification integrates: MIL-STD 1760 Bus, Joint Direct Attack Munition (JDAM), Wind Corrected Munitions Dispenser (WCMD), LITENING/SNIPER advanced targeting pods, Digital Stores Management System (DSMS), and increases available DC power. The DSMS replaces the current Armament Control Panel (ACP - television monitor) and the Interstation Control Unit (ICU) with Multi-functional Color Displays (MFCD) and replaces the current stick and throttle with improved Hands on Throttle and Stick (HOTAS) capable controls reducing the "heads down" time in the cockpit. The ICU will be replaced with a new processor; the Central Interface Control Unit (CICU). Situational Awareness Data Link (SADL), under MN-37120, will be installed in conjunction with the PE modification. Once the A-10A is modified with PE, it will be designated as the A-10C.

Projected Allocations by Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	192*	8								200
Reserve	26	29								55
ANG	92	0								92

* Includes 8 kits purchased & installed under the Development program

Installation Schedule										
Active	141*	28	18	13						200
Reserve	0	9	42	4						55
ANG	49	31	10	2						92

* Includes 8 kits purchased & installed under the Development program

Aircraft Breakdown: Active 200, Reserve 55, ANG 92, Total 347

Development Status

PE hardware and aircraft OFP software updates are done on an annual basis to completely integrate PE. Each release goes through a combined developmental/operational testing sequence.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	8	133.801										
PROCUREMENT (3010)												
INSTALL KITS	303	46.727	38	5.870								
KITS NONRECUR												
EQUIPMENT	303	103.363	[38]	13.696								
EQUIP NONREC		5.075										
CHANGE ORDERS		1.614		0.900		1.637						
DATA		1.287		0.369		0.902						
SIM/TRAINER	16	5.287			[1]	0.378						
SUPPORT-EQUIP	70	6.116	[10]	0.860	[10]	0.900						

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
ICS		2.373		1.500		0.500		0.205				
OGC		12.577		4.206		0.315		0.200				
SPARES	2	1.061										
INSTALLATION OF HARDWARE												
FY-04 5 KITS	5	2.231										
FY-05 111 KITS	111	55.496										
FY-06 68 KITS	68	34.000										
FY-07 50 KITS	25	12.500	[25]	12.500								
FY-08 69 KITS			[19]	9.500	[50]	26.000						
FY-09 38 KITS					[20]	10.000	[18]	7.869				
TOTAL INSTALL	209	104.227	44	22.000	70	36.000	18	7.869				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	303	289.707	38	49.401		40.632		8.274				
INSTALLATION QTY	183		68		70		20					

Fact Sheet: A-10 MN-9805 PRECISION ENGAGEMENT (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)							[8]	133.801
PROCUREMENT (3010)								
INSTALL KITS							341	52.597
KITS NONRECUR								
EQUIPMENT							[341]	117.059
EQUIP NONREC								5.075
CHANGE ORDERS								4.151
DATA								2.558
SIM/TRAINER							[17]	5.665
SUPPORT-EQUIP							[90]	7.876
ICS								4.578
OGC								17.298
SPARES							[2]	1.061
INSTALLATION OF HARDWARE								
FY-04 5 KITS							[5]	2.231
FY-05 111 KITS							[111]	55.496
FY-06 68 KITS							[68]	34.000
FY-07 50 KITS							[50]	25.000
FY-08 69 KITS							[69]	35.500
FY-09 38 KITS							[38]	17.869
TOTAL INSTALL							341	170.096
TOTAL COST (BP-1100) (Totals may not add due to rounding)							341	388.014
INSTALLATION QTY							341	

Method of Implementation: COMBINATION

Initial Lead Time: 13 Months Follow-On Lead Time: 13 Months

Milestones

	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)				05/04	02/05	02/06	02/07	02/08	02/09
Delivery Date (Month/CY)				06/05	03/06	03/07	03/08	03/09	03/10

Installation Schedule

	FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																			4	1	4	0	4	12	17	17	18	18	22	22	22	22
Output																				4	1	4	0	4	12	17	17	18	18	22	22	22

	FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input	16	18	18	16	16	20	19	15	10	10		
Output	22	16	18	18	16	16	20	19	15	10	10	

Description/Justification

Funds miscellaneous low cost modifications needed to increase weapon system reliability, maintainability, and supportability by improving system performance and reducing logistical cost. An example of a low cost modification for FY10 is Turbine Engine Monitoring System/Airborne Data Recorder (TEMS/ADR).

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

NA

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
		0.361		0.010		0.012		0.011				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.361		0.010		0.012		0.011				

Fact Sheet: A-10 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
								0.394
TOTAL COST (BP-1100)								0.394
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: F-15				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$49.172	$158.957	$302.235	$0.000	$302.235	$301.532	$390.864	$367.790	$346.943

FY 2010 funding totals include $40.166M requested for Overseas Contingency Operations.

FY2009 funding totals include $34.0M of appropriated supplemental "Bridge" funding.
This line item funds modifications to the F-15 aircraft. The F-15A/B/C/D is a twin engine, single seat, supersonic, all-weather, day/night, air-superiority fighter. The F-15E is a twin engine, two seat, supersonic dual-role, day/night, all-weather, deep interdiction fighter with multi-role air-to-air capabilities. The overall goal of the modifications budgeted is to enhance flight safety while improving reliability and maintainability. The primary modification in FY11 is the F-15C/D APG-63(v)3 Radar Upgrade. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ANG	22.329	0.000	0.000	0.027	0.000	0.000	0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	_1200	F-15C Avionics Replacemen		16.1	29.1			11.0					56.2
	_1202	F-15E AESA Radar			89.7			114.6	137.1	133.1	135.3	16.8	626.7
	_1202B	Computer Processor Moder							3.0	9.6	9.8		22.3
	_2222	32J Fuel Manifold Clamping	0.7										3.4
	1203	C/D Secondary Power Syste		1.3	1.3			1.3	1.3	1.7			6.7
	1204	E Secondary Power System		1.6	1.6			1.6	1.6				6.3
	1205	ADCP w/VSD							16.3	27.8	26.1		70.2
	1206	IRST							73.8	74.4	76.0	3.0	227.2
	1207	F-15E M-Code GPS						3.0	4.3	4.6			11.9

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 40	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: F-15				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$49.172	$158.957	$302.235	$0.000	$302.235	$301.532	$390.864	$367.790	$346.943

FY 2010 funding totals include $40.166M requested for Overseas Contingency Operations.

FY2009 funding totals include $34.0M of appropriated supplemental "Bridge" funding.
This line item funds modifications to the F-15 aircraft. The F-15A/B/C/D is a twin engine, single seat, supersonic, all-weather, day/night, air-superiority fighter. The F-15E is a twin engine, two seat, supersonic dual-role, day/night, all-weather, deep interdiction fighter with multi-role air-to-air capabilities. The overall goal of the modifications budgeted is to enhance flight safety while improving reliability and maintainability. The primary modification in FY11 is the F-15C/D APG-63(v)3 Radar Upgrade. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ANG	22.329	0.000	0.000	0.027	0.000	0.000	0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	1209	C/D Flight Data Recorder (F		10.5	11.4			11.2	0.7				33.8
	1210	F-15E Flight Data Recorder		10.6	11.8			12.1	1.3				35.8
	6157	Antenna Test Station	4.5										17.5
	6158	F-15C/D APG-63(V)3 radar	34.0	31.7	92.1			93.6	112.5	112.4	93.3	4.6	909.2
	8265	PROGRAMMABLE ARMAM	0.0										11.7
	8353	F-15E -JOINT HELMET-MO	0.2	32.7									91.7
	8357	ADVANCED DISPLAY COR	3.1										98.3
	8662	AETC MTD UPGRADES-FI	0.5	1.0	1.0			1.0	1.0	1.0	1.1		7.9
	8703	F-15 A/D DIGITAL VIDEO R		5.5	13.7			3.3					22.5

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: F-15				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$49.172	$158.957	$302.235	$0.000	$302.235	$301.532	$390.864	$367.790	$346.943

FY 2010 funding totals include $40.166M requested for Overseas Contingency Operations.

FY2009 funding totals include $34.0M of appropriated supplemental "Bridge" funding.
This line item funds modifications to the F-15 aircraft. The F-15A/B/C/D is a twin engine, single seat, supersonic, all-weather, day/night, air-superiority fighter. The F-15E is a twin engine, two seat, supersonic dual-role, day/night, all-weather, deep interdiction fighter with multi-role air-to-air capabilities. The overall goal of the modifications budgeted is to enhance flight safety while improving reliability and maintainability. The primary modification in FY11 is the F-15C/D APG-63(v)3 Radar Upgrade. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ANG	22.329	0.000	0.000	0.027	0.000	0.000	0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	8705	F-15E DIGITAL VIDEO RE		6.1	10.4								34.1
	8742	TEWS INTERMEDIATE SU	0.4	2.5	8.7								31.8
	8755	E IFF MODE 5		29.7	29.6			15.4					74.7
	8756	Link 16 Cryptographic Mode			0.2			3.1	3.1	3.1	5.5		15.0
	8793	F-15E BLOS/SLOS	2.6	7.5									59.8
	8794	F-15C/D BLOS						28.2	35.0				63.2
	99999U	LOW COST RETROFIT MO	2.0	0.9	0.9			1.1					7.1
	99999X	LOW COST MODIFICATIO	1.2	1.4	0.8			1.1					8.3
	Z88888	ADJUSTMENTS	0.0	0.0									

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: F-15				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$49.172	$158.957	$302.235	$0.000	$302.235	$301.532	$390.864	$367.790	$346.943

FY 2010 funding totals include $40.166M requested for Overseas Contingency Operations.

FY2009 funding totals include $34.0M of appropriated supplemental "Bridge" funding.
This line item funds modifications to the F-15 aircraft. The F-15A/B/C/D is a twin engine, single seat, supersonic, all-weather, day/night, air-superiority fighter. The F-15E is a twin engine, two seat, supersonic dual-role, day/night, all-weather, deep interdiction fighter with multi-role air-to-air capabilities. The overall goal of the modifications budgeted is to enhance flight safety while improving reliability and maintainability. The primary modification in FY11 is the F-15C/D APG-63(v)3 Radar Upgrade. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ANG	22.329	0.000	0.000	0.027	0.000	0.000	0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
TOTAL FOR CLASS P			49.2	159.0	302.2	0.0	302.2	301.5	390.9	367.8	346.9	24.3	2553.2
TOTAL FOR WEAPON SYSTEM F-15			49.2	159.0	302.2	0.0	302.2	301.5	390.9	367.8	346.9	24.3	2553.2

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

Description/Justification

The F-15 cockpit remains relatively unchanged since its fielding in 1975. Since the initial fielding, additional capabilities have been added that have completely filled the available console space. Therefore there is no space to incorporate control for the 8.33 KHz channel spacing of the VHF radio required for operation in Europe or any future additional capabilities. This program was initiated with the intent to replace obsolete, unsupportable avionics control panels, and provide full control of the ARC-210 software controlled radio as well as modification and replacement of hardware and software to reduce aircrew workload and increase situational awareness. The program will also provide growth for replacement of additional panels as they reach obsolescence. The program will address cockpit avionics and supporting subsystems that restrict capabilities and/or degrade aircrew effectiveness and/or safety. The end state shall address both sustainment and modernization needs with efficiency. This modification enables 8.33KHz spacing and future control growth capability.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0207134F.

Aircraft Breakdown: Active 232, Reserve 0, ANG 0, Total 232

Development Status

Development funds were budgeted in FY 2007 to develop new parts required to integrate the ACU function with the F-15C/D OFP.
Revised ICCP development is underway which will enable control of the radio. Group A wiring changes are required, along with a retrofit to the radio itself.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		5.800										
PROCUREMENT (3010)												
INSTALL KITS					70	3.950	120	9.200	42	2.752		
KITS NONRECUR						2.400						
EQUIPMENT					[70]	5.600	[120]	9.600	[42]	3.360		
EQUIP NONREC						0.220						
CHANGE ORDERS								1.800				
DATA								1.980		2.686		
SIM/TRAINER							[2]	2.250	[1]	1.125		
SUPPORT-EQUIP						0.700		1.501		0.424		
ICS						0.339		0.384		0.121		
TRAINING						0.233		0.942				
DEPOT												
OTHER						1.509						
PMA						0.655		0.540		0.185		
AIRCRAFT												
OGC						0.491		0.872		0.392		
TOTAL COST (BP-1100)					70	16.097	120	29.069	42	11.045		
(Totals may not add due to rounding)												

Fact Sheet: F-15 MN-_1200 F-15C Avionics Replacement (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								5.800
PROCUREMENT (3010)								
INSTALL KITS							232	15.902
KITS NONRECUR								2.400
EQUIPMENT							[232]	18.560
EQUIP NONREC								0.220
CHANGE ORDERS								1.800
DATA								4.666
SIM/TRAINER							[3]	3.375
SUPPORT-EQUIP								2.625
ICS								0.844
TRAINING								1.175
DEPOT								
OTHER								1.509
PMA								1.380
AIRCRAFT								
OGC								1.755
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							232	56.211

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 8 Months Follow-On Lead Time: 8 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)					03/10	03/11	03/12
Delivery Date (Month/CY)					11/10	11/11	11/12

Description/Justification

F-15E Radar Modernization Program (RMP), designated the APG-82(V)1, replaces the entire radar, using existing technology from other DOD platforms, which solves parts obsolescence problems and provides improved reliability and performance (increased synthetic aperture radar (SAR) range and resolution), including air-to-air and air-to-ground modes. Also provides for future growth. Total aircraft requirement breakdown: 223.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0207134F.

This is a new start in FY 2011.

Aircraft Breakdown: Active 54, Reserve 0, ANG 0, Total 54

Development Status

RMP completed Preliminary Design Review (PDR) 3Q FY09. Critical Design Review (CDR) was completed 1Q FY10.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		19.463		74.136		164.609		81.835		35.067		1.658
PROCUREMENT (3010)												
INSTALL KITS							[6]	4.314	[10]	7.319	[13]	9.686
KITS NONRECUR												
EQUIPMENT							6	35.556	10	54.699	13	67.877
EQUIP NONREC								12.600		7.000		
CHANGE ORDERS								10.868		4.915		6.236
DATA								7.334		7.465		7.600
SIM/TRAINER												
SUPPORT-EQUIP										4.379		8.915
DEPOT STAND-UP												
ICS												1.936
TRAINING										7.781		7.921
PROGRAM MNGMT								14.625		14.886		15.154
OGC								2.837		3.825		5.410
PMA								1.607		2.326		2.562

Fact Sheet: F-15 MN-_1202 F-15E AESA Radar (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-11 6 KITS											[6]	3.794
FY-12 10 KITS												
FY-13 13 KITS												
FY-14 12 KITS												
FY-15 13 KITS												
TOTAL INSTALL											6	3.794
TOTAL COST (BP-1100) (Totals may not add due to rounding)							6	89.741	10	114.595	13	137.091
INSTALLATION QTY											6	

Fact Sheet: F-15 MN-_1202 F-15E AESA Radar (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								376.768
PROCUREMENT (3010)								
INSTALL KITS	[12]	9.102	[13]	10.038			[54]	40.459
KITS NONRECUR								
EQUIPMENT	12	63.003	13	68.714			54	289.849
EQUIP NONREC				3.480				23.080
CHANGE ORDERS		2.877		5.035				29.931
DATA		23.209		11.813				57.421
SIM/TRAINER								
SUPPORT-EQUIP								13.294
DEPOT STAND-UP								
ICS		3.161		4.361				9.458
TRAINING								15.702
PROGRAM MNGMT		15.427		14.396				74.488
OGC		5.907		5.600				23.579
PMA		4.009		3.309				13.813
INSTALLATION OF HARDWARE								
FY-11 6 KITS							[6]	3.794
FY-12 10 KITS	[10]	6.437					[10]	6.437
FY-13 13 KITS			[13]	8.518			[13]	8.518
FY-14 12 KITS					[12]	8.005	[12]	8.005
FY-15 13 KITS					[13]	8.828	[13]	8.828
TOTAL INSTALL	10	6.437	13	8.518	25	16.833	54	35.582
TOTAL COST (BP-1100) (Totals may not add due to rounding)	12	133.132	13	135.264		16.833	54	626.656
INSTALLATION QTY	10		13		25		54	

Method of Implementation: COMBINATION

Initial Lead Time: 18 Months Follow-On Lead Time: 18 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)								07/11	05/12	06/13	06/14	06/15
Delivery Date (Month/CY)								01/13	11/13	12/14	12/15	12/16

Fact Sheet: F-15 MN-_1202 F-15E AESA Radar (Continued)

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-12				FY-13				FY-14				FY-15				FY-16				FY-17			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input						2	2	2	2	2	3	3	3	3	3	4	3	3	3	3	4	3	3	3
Output						2	2	2	2	2	3	3	3	3	3	4	3	3	3	3	4	3	3	3

Description/Justification

The 32J Fuel Manifold modification kits consist of necessary brackets and a clamping system to prevent vibration induced failure of the engine main fuel manifold. The failure has been identified as an Air Force designated safety item. Kits provide clamps and brackets required to upgrade partially modified engines. This modification affects both the F100-PW-100 and F100-PW-220 engine.

The support equipment funding provides retrofit kits to modify existing Digital Electronic Engine Control (DEEC)/Engine Diagnostic Unit Functional Testers to be compatible with the introduction of the new series Group VI Digital Electronic Engine Control. Modifications are required to ensure base maintenance sustainability at both the Organizational, and Avionics Intermediate Shop level. The Improved Sealing Modification for the #1 Bearing Compartment provides new design seals to prevent post shutdown oil leaks. The Hermetically Sealed one piece design of the new PS2 Probe provides a sealed unit design that eliminates moisture induced system false faults within the engine diagnostic system.

Installation of this modification is funded and performed at the depot level (Tinker AFB).

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability)

Kit Procurement	FY-06	FY-07	FY-08	FY-09	FY-10	Total
Active			763			763
ANG			50			50

Kit Installation	FY-06	FY-07	FY-08	FY-09	FY-10	Total
Active				183	416	599
ANG				50		50

Aircraft Breakdown: Active 763, Reserve , ANG 50, Total 813

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	813	1.280		0.600								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		1.451		0.110								
OTHER												

Fact Sheet: F-15 MN-_2222 32J Fuel Manifold Clamping System (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-06 50 KITS			[50]									
FY-07 493 KITS					[416]		[77]					
FY-08 270 KITS			[183]				[87]					
TOTAL INSTALL			233		416		164					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	813	2.731		0.710								
INSTALLATION QTY			233		416		164					

Fact Sheet: F-15 MN-_2222 32J Fuel Manifold Clamping System (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							813	1.880
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								1.561
OTHER								
INSTALLATION OF HARDWARE								
FY-06 50 KITS							[50]	
FY-07 493 KITS							[493]	
FY-08 270 KITS							[270]	
TOTAL INSTALL							813	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							813	3.441
INSTALLATION QTY							813	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)		01/06	01/07	01/08	01/09
Delivery Date (Month/CY)		01/07	01/08	01/09	01/10

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																			109	124	101	105	105	105	105	59		
Output																			109	124	101	105	105	105	105	59		

Description/Justification

Redesign of the Jet Fuel Starter (JFS) Generator Control Unit (GCU) incorporates the functionality of the Airframe Mounted Accessory Drive (AMAD) 50% switch, associated wiring, and two-speed switches internal to the GCU. The F-15 Secondary Power System (SPS) is historically one of the worst performing systems on the F-15, accounting for over 57,000 maintenance man-hours annually maintaining, troubleshooting, and fixing the system. This translates to an estimated 34% of the total SPS aborts at an average annual cost of $14M in lost sorties and $1.6M in manpower costs. Modification for JFS, which includes installation of redesigned GCU will be accomplished at the depot at Hill AFB, UT. Installation, which includes aircraft wire harness modification, is accomplished by Organizational and Intermediate (O&I) maintenance in the field. All installs and spares on the shelf are to be modified.

Aircraft Breakdown: Active 176, Reserve 0, ANG 0, Total 176

Development Status

Development of redesigned GCU is on-going. Delivery of 4 flight-ready articles is scheduled for Dec 09-Jan 10. Definition of non long-term fleet aircraft wire harness is under development and scheduled prior to delivery of flight-ready assets.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							44	1.200	44	1.200	44	1.200
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.200						
SIM/TRAINER												
SUPPORT-EQUIP						1.100						
MOD OF SPARES								0.068		0.062		0.061
TOTAL COST (BP-1100)						1.300	44	1.268	44	1.262	44	1.261
(Totals may not add due to rounding)												

Fact Sheet: F-15 MN-1203 C/D Secondary Power System (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	44	1.600					176	5.200
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.200
SIM/TRAINER								
SUPPORT-EQUIP								1.100
MOD OF SPARES		0.055						0.246
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	44	1.655					176	6.746

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months Follow-On Lead Time: 9 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14
Contract Date (Month/CY)			08/10	01/11	01/12	01/13	01/14
Delivery Date (Month/CY)			05/11	10/11	10/12	10/13	10/14

Description/Justification

Redesign of the Jet Fuel Starter (JFS) Generator Control Unit (GCU) incorporates the functionality of the Airframe Mounted Accessory Drive (AMAD) 50% switch, associated wiring, and two-speed switches internal to the GCU. The F-15 Secondary Power System (SPS) is historically one of the worst performing systems on the F-15, accounting for over 57,000 maintenance man-hours annually maintaining, troubleshooting, and fixing the system. This translates to an estimated 34% of the total SPS aborts at an average annual cost of $14M in lost sorties and $1.6M in manpower costs. Modification for JFS, which includes installation of redesigned GCU, will be accomplished at the depot at Hill AFB, UT. Installation, which includes aircraft wire harness modification, is accomplished by Organizational and Intermediate (O&I) maintenance in the field. All installs and spares on the shelf are to be modified.

Aircraft Breakdown: Active 223, Reserve 0, ANG 0, Total 223

Development Status

n/a

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							74	1.400	75	1.400	74	1.400
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.200						
SIM/TRAINER												
SUPPORT-EQUIP						1.400						
MOD OF SPARES								0.160		0.154		0.152
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						1.600	74	1.560	75	1.554	74	1.552

Fact Sheet: F-15 MN-1204 E Secondary Power System (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							223	4.200
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.200
SIM/TRAINER								
SUPPORT-EQUIP								1.400
MOD OF SPARES								0.466
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							223	6.266

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months Follow-On Lead Time: 9 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)			08/10	01/11	01/12	01/13
Delivery Date (Month/CY)			05/11	10/11	10/12	10/13

Description/Justification

The Flight Data Recorder (FDR) program provides the F-15C/D aircraft with a Flight Data Recorder and crash survivable memory unit to assist in mishap investigation boards, provide high fidelity fleet life management capability, and support the Aircraft Structural Integrity Program (ASIP). FDR is required to comply with Air Force Policy Directive (AFPD) 63-1 by providing crash survivable information to support mishap investigation and support the Aircraft Information Program (AIP). FDR is also required to comply with Air Force Instruction (AFI) 63-1001 by providing ASIP information, and individual aircraft usage information.

Aircraft Breakdown: Active 250, Reserve 0, ANG 0, Total 250

Development Status

Development contract awarded September 2009, with work continuing until April 2010.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				2.400								
PROCUREMENT (3010)												
INSTALL KITS					75	3.225	85	3.655	90	3.870		
KITS NONRECUR												
EQUIPMENT					[75]	4.275	[85]	4.845	[90]	5.130		
EQUIP NONREC												
CHANGE ORDERS						0.250		0.150				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								0.400		0.100		
FLIGHT TEST						0.800						
INSTALL						1.250		1.058		0.817		
TRAINING								0.200				
ICS										0.100		0.100
DEPOT										0.100		0.100
OGC						0.250		0.450		0.350		0.100
PMA						0.450		0.650		0.700		0.250
INSTALLATION OF HARDWARE												
FY-10 75 KITS									[68]		[7]	
FY-11 85 KITS											[85]	0.129
FY-12 90 KITS											[2]	
TOTAL INSTALL									68		94	0.129
TOTAL COST (BP-1100)					75	10.500	85	11.408	90	11.167		0.679
(Totals may not add due to rounding)												
INSTALLATION QTY									68		94	

Fact Sheet: F-15 MN-1209 C/D Flight Data Recorder (FDR) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								2.400
PROCUREMENT (3010)								
INSTALL KITS							250	10.750
KITS NONRECUR								
EQUIPMENT							[250]	14.250
EQUIP NONREC								
CHANGE ORDERS								0.400
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.500
FLIGHT TEST								0.800
INSTALL								3.125
TRAINING								0.200
ICS								0.200
DEPOT								0.200
OGC								1.150
PMA								2.050
INSTALLATION OF HARDWARE								
FY-10 75 KITS							[75]	
FY-11 85 KITS							[85]	0.129
FY-12 90 KITS	[88]						[90]	
TOTAL INSTALL	88						250	0.129
TOTAL COST (BP-1100) (Totals may not add due to rounding)							250	33.754
INSTALLATION QTY	88						250	

Method of Implementation: COMBINATION

Initial Lead Time: 14 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)			06/10	12/10	12/11	12/12
Delivery Date (Month/CY)			08/11	12/11	12/12	12/13

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	20	24	24	24	24	24	22	22	22	22	22	
Output																	20	24	24	24	24	24	22	22	22	22	22	

Description/Justification

The Flight Data Recorder (FDR) program provides the F-15E aircraft with a flight data recorder and crash survivable memory unit to assist in mishap investigation boards, provide high fidelity fleet life management capability, and support the Aircraft Structural Integrity Program (ASIP). FDR is required to comply with Air Force Policy Directive (AFPD) 63-1 by providing crash survivable information to support mishap investigation and support the Aircraft Information Program (AIP). FDR is also required to comply with Air Force Instruction (AFI) 63-1001 by providing ASIP information, and individual aircraft usage information.

Aircraft Breakdown: Active 223, Reserve 0, ANG 0, Total 223

Development Status

Development contract awarded September 2009, with work continuing until April 2010.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				0.000								
PROCUREMENT (3010)												
INSTALL KITS					70	3.010	79	3.397	74	3.182		
KITS NONRECUR												
EQUIPMENT					[70]	3.990	[79]	4.503	[74]	4.218		
EQUIP NONREC												
CHANGE ORDERS						0.250		0.150				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								0.400		0.100		
FLIGHT TEST						0.600						
INSTALL						1.650		1.848		2.338		
TRAINING										0.300		
ICS										0.100		0.150
DEPOT										0.400		0.400
OGC						0.300		0.600		0.600		0.300
PMA						0.800		0.900		0.900		0.411
INSTALLATION OF HARDWARE												
FY-10 70 KITS									[61]		[9]	
FY-11 79 KITS											[79]	
FY-12 74 KITS												
TOTAL INSTALL									61		88	
TOTAL COST (BP-1100)					70	10.600	79	11.798	74	12.138		1.261
(Totals may not add due to rounding)												
INSTALLATION QTY									61		88	

Fact Sheet: F-15 MN-1210 F-15E Flight Data Recorder (FDR) (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							223	9.589
KITS NONRECUR								
EQUIPMENT							[223]	12.711
EQUIP NONREC								
CHANGE ORDERS								0.400
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.500
FLIGHT TEST								0.600
INSTALL								5.836
TRAINING								0.300
ICS								0.250
DEPOT								0.800
OGC								1.800
PMA								3.011
INSTALLATION OF HARDWARE								
FY-10 70 KITS							[70]	
FY-11 79 KITS							[79]	
FY-12 74 KITS	[74]						[74]	
TOTAL INSTALL	74						223	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							223	35.797
INSTALLATION QTY	74						223	

Method of Implementation: COMBINATION

Initial Lead Time: 14 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)			06/10	12/10	12/11	12/12
Delivery Date (Month/CY)			08/11	12/11	12/12	12/13

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	17	22	22	22	22	22	22	21	20	20	13	
Output																	17	22	22	22	22	22	22	21	20	20	13	

Description/Justification

The upgrade program replaces 28 obsolete Tester Replacement Units (TRUs) for the AN/GSM-228 Antenna Test Station (ATS) and the AN/GSM-345 Enhanced Aircraft Radar Test Station (EARTS) with current VMEbus Extensions for Instrumentation (VXI) technology. This equipment is vital to maintaining APG-63 and APG-70 radar operational readiness.

Aircraft Breakdown: Active 28, Reserve 0, ANG 0, Total 28

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	20	10.620	8	3.565								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC		0.820										
CHANGE ORDERS												
DATA		1.100										
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-07 12 KITS	12	0.460										
FY-08 8 KITS			[8]	0.244								
FY-09 8 KITS			[4]	0.691	[4]							
TOTAL INSTALL	12	0.460	12	0.935	4							
TOTAL COST (BP-1100) (Totals may not add due to rounding)	20	13.000	8	4.500								
INSTALLATION QTY	12		12		4							

Fact Sheet: F-15 MN-6157 Antenna Test Station (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							28	14.185
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								0.820
CHANGE ORDERS								
DATA								1.100
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-07 12 KITS							[12]	0.460
FY-08 8 KITS							[8]	0.244
FY-09 8 KITS							[8]	0.691
TOTAL INSTALL							28	1.395
TOTAL COST (BP-1100) (Totals may not add due to rounding)							28	17.500
INSTALLATION QTY							28	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 9 Months Follow-On Lead Time: 9 Months

Milestones

	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)		02/07	02/08	02/09
Delivery Date (Month/CY)		11/07	11/08	11/09

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									4	4	4	3	3	3	3	4				
Output									4	4	4	3	3	3	3	4				

Description/Justification

The APG-63(V)3 radar upgrade replaces the mechanically-scanned antenna (MSA) on F-15C/D aircraft with an active electronically-scanned array (AESA) antenna that provides improved reliability and performance.

The baseline for the (V)3 program is the APG-63(V)1 configured aircraft. The modification requires replacement of the antenna, power supply and upgrading the environmental control system. Other avionics which support radar functionality may also be upgraded.

One radar unit has been procured and installed with 3600 funds (PE0207134F) for Developmental/Operational Testing (DT/OT).

The FY 2006 funding came from two separate Congressional adds. One add, for $20M, provides the non-recurring funds necessary to start the (V)3 modification program, and procures one (V)3 array for use as attrition reserve for USAF APG-63(V)2 equipped F-15Cs. The second add, for $52.2M, procures six (V)3 radars for the ANG.

The FY 2007 funding included a $72.2M Congressional add for procurement of eight (V)3 radars for ANG, and supportability and sparing for two additional ANG bases. An additional $7.0M was added by the Air Force for hardware and software modifications. FY 2007 Supplemental funding of $62.8M was provided for procurement of 8 (V)3 AESA radar systems for active duty jets.

The FY 2008 Supplemental funding of $120.627M was approved for 16 (V)3 radars and 1 spare for active duty jets.

The FY09 Bridge Supplemental provided $34M for 4 radars for ANG jets.

A $30M FY10 Congressional add will be used to procure Four (4) ANG radar kits.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability)

Kit Procurement	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
Active	1	8	16			14	14	17	17	14		101
ANG	6	8		4	4							22

Kit Installation	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
Active					9	3	16	14	13	17	29	101
ANG					6	11	1	4				18

Aircraft Breakdown: Active 101, Reserve 0, ANG 22, Total 123

Development Status

The APG-63(V)3 uses APG-63(V)1 "backend" hardware which is already operational on 176 F-15C/Ds. It uses software from the APG-63(V)2, an electronically-scanned array radar which is also already operational on the F-15C. The primary new technology in the APG-63(V)3 is the AESA antenna, which is based on technology developed for the APG-79 radar on the F/A-18E/F Super Hornet.

Projected Financial Plan

	PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13

Fact Sheet: F-15 MN-6158 F-15C/D APG-63(V)3 radar upgrade (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		44.378		11.694								
PROCUREMENT (3010)												
INSTALL KITS	39	28.072	[4]	2.912	[4]	2.254	[14]	11.229	[14]	11.109	[17]	13.451
KITS NONRECUR												
EQUIPMENT	39	194.983	4	18.980	4	17.986	14	63.637	14	62.953	17	76.220
EQUIP NONREC		33.347		0.700								
CHANGE ORDERS		9.145		6.112		1.814		3.856		6.828		8.388
DATA		2.930		0.626				3.000		1.500		1.500
SIM/TRAINER												
SUPPORT-EQUIP		0.505										
ENG SUPPORT		10.296		2.679		1.270		4.492		4.489		5.540
TRAINING		0.061		0.182		0.106		0.374		0.374		
FLIGHT TEST		13.476										
GVT FLT TST SPPRT		6.898										
OTHER		0.944										
ICS		5.681		0.849		1.648		1.645		1.675		
PMA						0.500		1.658		1.657		1.987
OGC						0.685		2.246		2.245		2.770
SPARES	3	18.869				4.480						
INSTALLATION OF HARDWARE												
FY-06 7 KITS	7	1.960										
FY-07 16 KITS	16	4.160										
FY-08 16 KITS	16	3.680										
FY-09 4 KITS			[4]	0.960								
FY-10 4 KITS					[4]	0.920						
FY-11 14 KITS									[4]	0.762	[10]	1.659
FY-12 14 KITS											[6]	0.995
FY-13 17 KITS												
FY-14 17 KITS												
FY-15 14 KITS												
TOTAL INSTALL	39	9.800	4	0.960	4	0.920			4	0.762	16	2.654
TOTAL COST (BP-1100) (Totals may not add due to rounding)	39	335.007	4	34.000	4	31.663	14	92.137	14	93.592	17	112.510
INSTALLATION QTY					15		15		17		20	

Fact Sheet: F-15 MN-6158 F-15C/D APG-63(V)3 radar upgrade (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								56.072
PROCUREMENT (3010)								
INSTALL KITS	[17]	13.695	[14]	11.138			[123]	93.860
KITS NONRECUR								
EQUIPMENT	17	77.606	14	63.114			123	575.479
EQUIP NONREC								34.047
CHANGE ORDERS		8.338		6.042		0.746		51.269
DATA		1.500		1.500		0.110		12.666
SIM/TRAINER								
SUPPORT-EQUIP								0.505
ENG SUPPORT		5.538		4.321		0.229		38.854
TRAINING				0.799				1.896
FLIGHT TEST								13.476
GVT FLT TST SPPRT								6.898
OTHER								0.944
ICS								11.498
PMA		1.363		1.219		0.083		8.467
OGC		1.987		2.852		0.114		12.899
SPARES							[3]	23.349
INSTALLATION OF HARDWARE								
FY-06 7 KITS							[7]	1.960
FY-07 16 KITS							[16]	4.160
FY-08 16 KITS							[16]	3.680
FY-09 4 KITS							[4]	0.960
FY-10 4 KITS							[4]	0.920
FY-11 14 KITS							[14]	2.421
FY-12 14 KITS	[8]	1.201					[14]	2.196
FY-13 17 KITS	[8]	1.201	[9]	1.280			[17]	2.481
FY-14 17 KITS			[7]	0.995	[10]	1.371	[17]	2.366
FY-15 14 KITS					[14]	1.902	[14]	1.902
TOTAL INSTALL	16	2.402	16	2.275	24	3.273	123	23.046
TOTAL COST (BP-1100) (Totals may not add due to rounding)	17	112.429	14	93.260		4.555	123	909.153
INSTALLATION QTY	16		16		24		123	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 37 Months Follow-On Lead Time: 18 Months

Fact Sheet: F-15 MN-6158 F-15C/D APG-63(V)3 radar upgrade (Continued)

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)		11/06	09/07	07/10	07/10	01/11	01/11	12/11	12/12	12/13	12/14
Delivery Date (Month/CY)		12/09	03/10	08/11	06/11	07/12	07/12	06/13	06/14	06/15	06/16

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																					1	5	8	1	5	2	2	6	5	4	4	4
Output																					1	2	8	4	3	3	2	3	6	5	5	4

	FY-13				FY-14				FY-15				FY-16				FY-17			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	4	6	6	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
Output	4	4	6	6	4	4	4	4	4	4	4	4	4	4	4	4	4	4	1	

Description/Justification

The F-15E Programmable Armament Control Set (PACS) upgrade program provides for the installation of the redesigned Converter-Programmer (C-P) and Electronic Sequencing Unit (ESU) subsystems. These redesigns provide the warfighter with required (MIL-STD-1760) interface capabilities for new smart weapons, computing power to utilize these weapons, improved reliability, maintainability, availability, and supportability. The redesign also includes provisions for future expansion of this weapon stores management system. Suite 4E+/Smart Weapons and Advanced Display Core Processor (ADCP) are dependent on PACS Upgrade installation. Productionization of the EMD design with an initial lot buy of five retrofit kits and related support occurred in FY 2001. The F-15 E227 aircraft program funded the establishment of the production capability. The last lot of kits were bought in FY 2005 and installed in FY07.

After the fielding of the PACS-45, aircrews began experiencing sporadic C-P resets while in flight. Upon experiencing a reset, the aircrews were required to manually reprogram weapons data prior to proceeding with a weapon release. It was determined that a hardware modification was required to eliminate the resets from occurring. The modification was extensively tested in the laboratory and operational flight testing without experiencing a reset. After performing this modification to the PACS C-P, the part number will be rolled to a PACS-46. All PACS-45 C-Ps in the fleet have now received this hardware modification.

Aircraft Breakdown: Active 101, Reserve 0, ANG 0, Total 101

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	101											
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		4.171										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
NUCLEAR CERTIFCATION												
DEPOT												
WEAPONS UMBILICALS												
TRAINING												
PMA												
ICS		0.534										
GFP												
WARRANTY												
1760 INTERFACE CAPABILITY		0.150										
SPARES												
OTHER		1.886		0.027								

Fact Sheet: F-15 MN-8265 PROGRAMMABLE ARMAMENT CONTROL SET (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-06 71 KITS	71	3.266										
FY-07 30 KITS	30	1.631										
TOTAL INSTALL	101	4.897										
TOTAL COST (BP-1100) (Totals may not add due to rounding)	101	11.638		0.027								
INSTALLATION QTY	101											

Fact Sheet: F-15 MN-8265 PROGRAMMABLE ARMAMENT CONTROL SET (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							101	
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								4.171
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
NUCLEAR CERTIFCATION								
DEPOT								
WEAPONS UMBILICALS								
TRAINING								
PMA								
ICS								0.534
GFP								
WARRANTY								
1760 INTERFACE CAPABILITY								0.150
SPARES								
OTHER								1.913
INSTALLATION OF HARDWARE								
FY-06 71 KITS							[71]	3.266
FY-07 30 KITS							[30]	1.631
TOTAL INSTALL							101	4.897
TOTAL COST (BP-1100) (Totals may not add due to rounding)							101	11.665
INSTALLATION QTY							101	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 14 Months Follow-On Lead Time: 14 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-05				FY-06				FY-07			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input					24	21	17	9	9	7	7	7
Output					14	14	14	14	14	14	9	8

Description/Justification

Procures and installs JHMCS systems onto the F-15E. This system adds high off-boresight capablility to both air-to-air and air-to-ground missions. For the air-to-ground mission, JHMCS improves an aircrew's ability to rapidly employ sensors and weapons against off-boresight targets, minimizes F-15E aircrew exposure to ground threats, and enhances situational awareness. For the air-to-air mission, JHMCS increases F-15E situational awareness, survivablilty and lethality in engagements. Without this system, F-15E sensors limit an aircrew's ability to rapidly employ air-to-ground munitions and expose F-15 aircrew to "nose-on" ground threats. In addition, the F-15E cannot effectively employ high off-boresight weapons in the air-to-air environment, severely affecting F-15E survivablility against the current threat.

$32.666M FY10 OCO Supplemental funds will be used to install JHMCS on an estimated 14 combat coded jets with Group A, Group B and Group C kits. Also, additional Group C will be procured to enable operational squadrons to expand the pool of pilots capable of flying JHMCS flights.

Aircraft Breakdown: Active 168, Reserve 0, ANG 0, Total 168

Development Status

F-15E front cockpit installation is identical to the single seat F-15C, therefore no development is required. The F-15E rear cockpit installation requires RDT&E funding.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	154	7.393			14	1.000						
KITS NONRECUR												
EQUIPMENT	154	23.394			[14]	7.008						
EQUIP NONREC												
CHANGE ORDERS		0.500		0.209		0.500						
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		1.524										
OGC						1.633						
EQUIPMENT						17.525						
INSTALLATION OF HARDWARE												
FY-07 84 KITS		26.000	[84]									
FY-08 70 KITS					[70]							
FY-10 14 KITS						5.000	[14]					
TOTAL INSTALL		26.000	84		70	5.000	14					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	154	58.811		0.209	14	32.666						
INSTALLATION QTY			84		70		14					

Fact Sheet: F-15 MN-8353 F-15E -JOINT HELMET-MOUNTED CUEING SYSTEM (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							168	8.393
KITS NONRECUR								
EQUIPMENT							[168]	30.402
EQUIP NONREC								
CHANGE ORDERS								1.209
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								1.524
OGC								1.633
EQUIPMENT								17.525
INSTALLATION OF HARDWARE								
FY-07 84 KITS							[84]	26.000
FY-08 70 KITS							[70]	
FY-10 14 KITS							[14]	5.000
TOTAL INSTALL							168	31.000
TOTAL COST (BP-1100) (Totals may not add due to rounding)							168	91.686
INSTALLATION QTY							168	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)		11/07	11/08		03/10
Delivery Date (Month/CY)		11/08	11/09		09/11

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													8	19	26	31	27	25	14	4				14
Output													8	19	26	31	27	25	14	4				14

Description/Justification

The Advanced Display Core Processor (ADCP) modification combines the Multi-Purpose Display Processor (MPDP) and the Very High Speed Integrated Circuit (VHSIC) Central Computer (VCC) into one integrated LRU. The VCC and MPDP are outdated and difficult to support. ADCP provides signal processing memory upgrades to support OFP updates. The ADCP program has interdependencies with several currently funded F-15 Mod programs, to include the Programmable Armament Control System (PACS), Air Data Processor (ADP), Smart Weapons, and Suite 5E.

Depot start-up, parts obsolescence and ECP costs are included in the Support Equipment line starting in FY 2007.

Included in this program is the retrofit of all the Armament Test Sets to account for F-15 mission computer software changes.

Aircraft Breakdown: Active 224, Reserve 0, ANG 0, Total 224

Development Status

Development complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		11.233										
PROCUREMENT (3010)												
INSTALL KITS	224	2.111										
KITS NONRECUR												
EQUIPMENT	214	55.295										
EQUIP NONREC		6.288										
CHANGE ORDERS		4.363		0.102								
DATA		3.499		0.200								
SIM/TRAINER												
SUPPORT-EQUIP		6.351		0.033								
PROGRAM MNGMT		1.776										
TRAINING		0.710										
DEPOT												
KITS NONRECUR		0.830										
RETROFIT KITS		2.578										
PMA		1.414		1.856								
OGC		2.887		0.787								
ICS		0.989		0.100								

Fact Sheet: F-15 MN-8357 ADVANCED DISPLAY CORE PROCESSOR (ADCP) (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-05 96 KITS	96											
FY-06 62 KITS	62	6.144										
FY-07 66 KITS	13		[53]									
TOTAL INSTALL	171	6.144	53									
TOTAL COST (BP-1100) (Totals may not add due to rounding)	224	95.235		3.078								
INSTALLATION QTY	171		53									

Fact Sheet: F-15 MN-8357 ADVANCED DISPLAY CORE PROCESSOR (ADCP) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								11.233
PROCUREMENT (3010)								
INSTALL KITS							224	2.111
KITS NONRECUR								
EQUIPMENT							[214]	55.295
EQUIP NONREC								6.288
CHANGE ORDERS								4.465
DATA								3.699
SIM/TRAINER								
SUPPORT-EQUIP								6.384
PROGRAM MNGMT								1.776
TRAINING								0.710
DEPOT								
KITS NONRECUR								0.830
RETROFIT KITS								2.578
PMA								3.270
OGC								3.674
ICS								1.089
INSTALLATION OF HARDWARE								
FY-05 96 KITS							[96]	
FY-06 62 KITS							[62]	6.144
FY-07 66 KITS							[66]	
TOTAL INSTALL							224	6.144
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							224	98.313
INSTALLATION QTY							224	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 15 Months Follow-On Lead Time: 12 Months

Milestones

	FY-04	FY-05	FY-06	FY-07
Contract Date (Month/CY)		01/05	01/06	01/07
Delivery Date (Month/CY)		04/06	01/07	01/08

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											7	17	14	17	19	16	10	18	27	26	14	16	15	8
Output											7	17	14	17	19	16	10	18	27	26	14	16	15	8

Description/Justification

Upgrades aircraft maintenance training devices (MTDs) located at various F-15 bases. MTDs support critical initial skills and supplemental training. Upgrades are necessary to ensure concurrency with aircraft systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	3	1.301	[1]	0.500	[1]	0.979	[1]	0.993	[1]	1.008	[1]	1.027
SUPPORT-EQUIP												
TRAINER PECULIAR												
TOTAL COST (BP-1100)		1.301		0.500		0.979		0.993		1.008		1.027
(Totals may not add due to rounding)												

Fact Sheet: F-15 MN-8662 AETC MTD UPGRADES-FIELD TRAINING DETACHMENTS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER	[1]	1.046	[1]	1.067			[10]	7.921
SUPPORT-EQUIP								
TRAINER PECULIAR								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.046		1.067				7.921

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)					01/10	01/11	01/12	01/13	01/14	01/15
Delivery Date (Month/CY)					01/11	01/12	01/13	01/14	01/15	01/16

Description/Justification

The Digital Video Recorder (DVR) is an off-the-shelf replacement for the existing obsolete 8mm Airborne Video Tape Recorder (AVTR) used to record cockpit displays for training and post-mission debrief. The DVR has significantly higher reliability, and is easily upgraded to prevent obsolescence. The DVR records 4+ displays for 4+ hours each. This capability overcomes a significant training limitation with the existing AVTR's 2 channel recording capability. The program includes recorders, memory cartridges, and commercial-off-the-shelf playback stations that enable time-synchronized, simultaneous playback of multiple aircraft, greatly enhancing debrief and training efficiency.

Aircraft Breakdown: Active 250, Reserve 0, ANG 0, Total 250

Development Status

The DVR is an off-the-shelf, replacement for the existing AVTR. Aircraft wiring changes are required to increase recording capability from 2 channels to 4+ channels. Integration and verification testing will be complete in FY 2010.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					40	0.400	200	2.000	10	0.100		
KITS NONRECUR												
EQUIPMENT					[40]	2.000	[200]	10.000	[10]	0.500		
EQUIP NONREC												
CHANGE ORDERS						0.250						
DATA						1.200						
SIM/TRAINER												
SUPPORT-EQUIP								0.200		0.200		
INTEGRATION						0.221		0.093				
ICS										0.050		
ENG SUPPORT						0.200		0.100		0.300		
DEPOT						0.100		0.200		0.350		
OGC						0.600		0.400		0.844		
PMA						0.500		0.702		0.950		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					40	5.471	200	13.695	10	3.294		

Fact Sheet: F-15 MN-8703 F-15 A/D DIGITAL VIDEO RECORDER (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							250	2.500
KITS NONRECUR								
EQUIPMENT							[250]	12.500
EQUIP NONREC								
CHANGE ORDERS								0.250
DATA								1.200
SIM/TRAINER								
SUPPORT-EQUIP								0.400
INTEGRATION								0.314
ICS								0.050
ENG SUPPORT								0.600
DEPOT								0.650
OGC								1.844
PMA								2.152
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							250	22.460

Method of Implementation: ORG/INTERMEDIATE
Initial Lead Time: 4 Months Follow-On Lead Time: 2 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)			03/10	11/10	11/11
Delivery Date (Month/CY)			07/10	01/11	01/12

Description/Justification

The Digital Video Recorder (DVR) is an off-the-shelf replacement for the existing, obsolete 8mm Airborne Video Tape Recorder (AVTR) used to record cockpit displays for training and post-mission debrief. The DVR has significantly higher reliability, and is easily upgraded to prevent system obsolescence. The DVR records 3+ displays for more than 2 hours each, allowing simultaneous record and playback of multiple displays. This capability overcomes a a significant training limitation with the existing AVTR's 2 channel recording capability. The program includes recorders, memory cartridges, and commercial-off-the-shelf playback stations that enable time-synchronized, simultaneous playback of multiple aircraft, greatly enhancing debrief and training efficiency.

Aircraft Breakdown: Active 223, Reserve 0, ANG 0, Total 223

Development Status

The DVR is an off-the-shelf, NDI replacement for the existing AVTR. Aircraft wiring changes required to increase recording capability from 2 channels to 3+ channels were made under the Advanced Display Core Processor program.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					113	1.070	110	1.120				
KITS NONRECUR												
EQUIPMENT					[90]	4.450	[6]	0.312				
EQUIP NONREC	128	6.656										
CHANGE ORDERS		0.054										
DATA		0.300										
SIM/TRAINER							[12]	2.235				
SUPPORT-EQUIP		1.396										
ENG SUPPORT		1.381										
INTEGRATION		6.820										
ICS		0.003										
DEPOT		0.137						2.845				
OGC		0.576				0.209		0.311				
PMA		0.345				0.366		0.193				
INSTALLATION OF HARDWARE												
FY-10 113 KITS							[113]					
FY-11 110 KITS								3.360	[110]			
TOTAL INSTALL							113	3.360	110			
TOTAL COST (BP-1100) (Totals may not add due to rounding)		17.668			113	6.095	110	10.376				
INSTALLATION QTY							113		110			

Fact Sheet: F-15 MN-8705 F-15E DIGITAL VIDEO RECORDER (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							223	2.190
KITS NONRECUR								
EQUIPMENT							[96]	4.762
EQUIP NONREC							[128]	6.656
CHANGE ORDERS								0.054
DATA								0.300
SIM/TRAINER							[12]	2.235
SUPPORT-EQUIP								1.396
ENG SUPPORT								1.381
INTEGRATION								6.820
ICS								0.003
DEPOT								2.982
OGC								1.096
PMA								0.904
INSTALLATION OF HARDWARE								
FY-10 113 KITS							[113]	
FY-11 110 KITS							[110]	3.360
TOTAL INSTALL							223	3.360
TOTAL COST (BP-1100) (Totals may not add due to rounding)							223	34.139
INSTALLATION QTY							223	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 9 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)							01/10	01/11
Delivery Date (Month/CY)							01/11	10/11

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																														28	30	55
Output																														28	30	55

	FY-12			
Quarter	1	2	3	4
Input	29	27	27	27
Output	29	27	27	27

Description/Justification

The Tactical Electronic Warfare System (TEWS) Intermediate Support System (TISS) is the Intermediate (I)-level support equipment for the F-15A-E TEWS Suite. F-15 TEWS Suite is made up of the ALR-56A/C Radar Warning Receiver (RWR), ALQ-135 Internal Countermeasures Set (ICS), and the ALQ-128 Electronic Warfare Warning Set (EWWS). There are 36 TISS systems located at 20 locations world wide that provide organic support for testing and repair of 400-500 LRU's per month. TISS, originally fielded in 1988, has significant obsolescence and performance problems.

In Phase 1, the TISS Technology Insertion Program (TTIP) upgraded the TISS systems by replacing obsolete and soon to be unsupportable Commercial Off the Shelf (COTS) equipment.

Phase 2 provides for TISS Engineering Support; procures 25 production Frequency Synthesizers; and replaces the TISS RF Interface Test Module (RITM).

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0207134F.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

Phase 1 development is complete. Phase II development is on-going..

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		21.157		2.339		2.264		1.490				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		19.903		0.365		2.442		8.257				
SPARES												
SHIPPING FIXTURES		0.183										
PMA		0.198				0.000		0.161				
OGC						0.058		0.260				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		20.284		0.365		2.500		8.678				

Fact Sheet: F-15 MN-8742 TEWS INTERMEDIATE SUPPORT SYSTEM (TISS) A-E (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								27.250
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								30.967
SPARES								
SHIPPING FIXTURES								0.183
PMA								0.359
OGC								0.318
TOTAL COST (BP-1100)								31.827
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				01/06	01/07	02/08		12/09	12/10
Delivery Date (Month/CY)				01/07	01/08	02/09		12/10	12/11

Description/Justification

Mode 5 is a secure Identification Friend-or-Foe / Air-to-Air Interrogator (IFF/AAI) system for identifying friendly aircraft. Employing a radio waveform different from secure Mode 4, Mode 5 provides vastly improved performance with a robust encryption scheme. The Mode 5 modification effort is for both F-15E and F-15C/D aircraft. This modification continues the previous depot standup begun under MN 8745 IFF A-D (Modes 1-4) as well as ICS started under MN 8745. This effort also includes retrofit of IFF/AAI kits on F-15C/D APG-63(V)2 aircraft at Kadena AFB.

Total aircraft requirement breakdown: 474

Aircraft Breakdown: Active 474, Reserve 0, ANG 0, Total 474

Development Status

Mode 5 basic hardware and software development is being conducted by ESC, Hanscom AFB on the existing APX-114 interrogator and APX-119 transponder. A separate development for the Mode 5 crypto applique (KIV-77) is being conducted by Cryptologic Systems Group (CPSG). Integration of the new Mode 5 hardware/software/crypto onto the F-15 is part of the F-15 OFP effort.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					157	12.804	159	16.610	158	4.391		
EQUIP NONREC												
CHANGE ORDERS						1.138		1.123		0.488		
DATA						0.362		0.368		0.376		
SIM/TRAINER												
SUPPORT-EQUIP						0.485		0.493		0.669		
ENG SUPPORT						2.500		1.500		0.989		
TRAINING						0.109		0.221		0.225		
DEPOT STAND-UP						7.000		7.000		6.000		
OGC						0.958		0.271		0.550		
SPARES												
OTHER						3.000						
ICS								1.500		1.500		
PMA						1.336		0.551		0.220		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					157	29.692	159	29.637	158	15.408		

Fact Sheet: F-15 MN-8755 E IFF MODE 5 (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							474	33.805
EQUIP NONREC								
CHANGE ORDERS								2.749
DATA								1.106
SIM/TRAINER								
SUPPORT-EQUIP								1.647
ENG SUPPORT								4.989
TRAINING								0.555
DEPOT STAND-UP								20.000
OGC								1.779
SPARES								
OTHER								3.000
ICS								3.000
PMA								2.107
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							474	74.737

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)			04/10	01/11	01/12
Delivery Date (Month/CY)			04/11	01/12	01/13

Description/Justification

ASD/C3I directed implementation of the DoD Cryptographic Modernization Initiative (CMI) on 23 February 2001. CJCS Notice 6510/NSA 3-9 directs the modernization of all cryptography in military systems in the US, NATO and Coalition nations. To prevent information compromise, the NSA mandate requires Link 16 cryptographic systems to be upgraded.

Funds only procure card. No integration is required, and installation is organization -level install.

This is a new start effort in FY 2011.

Aircraft Breakdown: Active 464, Reserve 0, ANG 144, Total 608

Development Status

Unknown

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT									127	3.073	127	3.064
EQUIP NONREC								0.175				
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)								0.175	127	3.073	127	3.064
(Totals may not add due to rounding)												

Fact Sheet: F-15 MN-8756 Link 16 Cryptographic Modernization (CMI) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	127	3.117	227	5.533			608	14.787
EQUIP NONREC								0.175
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	127	3.117	227	5.533			608	14.962

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 11 Months Follow-On Lead Time: 11 Months

Milestones

	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				01/11
Delivery Date (Month/CY)				12/11

Description/Justification

CENTAF, via an Urgent Operational Need (UON), requested F-15Es be provided beyond line-of-sight (BLOS) satellite communications (SATCOM) and a robust secure line-of-sight (SLOS) capability to support on-going combat operations. Requirement also included capability to use single channel ground and airborne radio system (SINCGARS). This program will also replace the COMM1 antenna to enable full capability of the SATCOM radio (SINCGARS, VHF). The program adds data and imagery capability as a growth requirement.

Congressional approval for F-15E BLOS/SLOS SATCOM new start received in October 2007, with approval to reprogram $10 million of USAF funds. Additional $39.7M was approved in FY08 Bridge Supplemental. Congress added $2.4M APAF funds in FY 2009.

FY10 OCO supplemental funding of $7.5M will be used to procure and install Group A and B BLOS/SLOS SATCOM on an estimated 23 F-15E aircraft.

Due to funding availability, all installation costs are covered by FY 2008 funds.

Aircraft Breakdown: Active 223, Reserve 0, ANG 0, Total 223

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	182	17.640	20	2.120	21	1.740						
KITS NONRECUR												
EQUIPMENT	59	6.332	[0]	0.000	[33]	4.000						
EQUIP NONREC												
CHANGE ORDERS				0.209								
DATA												
SIM/TRAINER	1	1.400										
SUPPORT-EQUIP												
ENG SUPPORT		20.846		0.100								
SOFTWARE NONREC		0.650		0.035								
GFE		0.515		0.063								
OGC		0.850		0.075								
GVT FLT TST SPPRT		0.967										
TRAINING		0.500										

Fact Sheet: F-15 MN-8793 F-15E BLOS/SLOS (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-08 182 KITS	32		[101]		[49]							
FY-09 20 KITS					[8]	1.760	[10]		[2]			
FY-10 21 KITS									[17]		[4]	
TOTAL INSTALL	32		101		57	1.760	10		19		4	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	182	49.700	20	2.602	21	7.500						
INSTALLATION QTY	32		101		57		10		19		4	

Fact Sheet: F-15 MN-8793 F-15E BLOS/SLOS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							223	21.500
KITS NONRECUR								
EQUIPMENT							[92]	10.332
EQUIP NONREC								
CHANGE ORDERS								0.209
DATA								
SIM/TRAINER							[1]	1.400
SUPPORT-EQUIP								
ENG SUPPORT								20.946
SOFTWARE NONREC								0.685
GFE								0.578
OGC								0.925
GVT FLT TST SPPRT								0.967
TRAINING								0.500
INSTALLATION OF HARDWARE								
FY-08 182 KITS							[182]	
FY-09 20 KITS							[20]	1.760
FY-10 21 KITS							[21]	
TOTAL INSTALL							223	1.760
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							223	59.802
INSTALLATION QTY							223	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)		11/07	02/08	01/09	04/10
Delivery Date (Month/CY)		05/08	08/08	07/09	10/10

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											17	15	18	25	30	28	18	12	15	12	5	5			4	5	5	5	4			
Output											17	15	18	25	30	28	18	12	15	12	5	5			4	5	5	5	4			

Description/Justification

Low cost mod that supports unforeseen modifications for the F-15E, PE 0207134F. Provides modifications necessary to improve safety, reliability, and performance, and that will complete within 1 year. These low cost modifications are necessary to support items such as corrections of deficiencies not performed on production lines, small cost overruns, engineering studies, and shipping charges/costs/fees. Included are mods to test equipment for very high speed integrated circuit (VHSIC) card testing; VHF radio retrofit, PMA Program Support, and E model installation shortages.

Aircraft Breakdown: Active 238, Reserve 0, ANG 0, Total 238

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	238	0.217										
KITS NONRECUR												
EQUIPMENT	5	0.194										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		1.323		1.696		0.841		0.838		1.009		
PMA		0.280		0.250		0.054		0.016		0.015		
OTHER				0.014		0.043		0.026		0.032		
ICS		0.205										
OGC												
INSTALLATION OF HARDWARE												
FY-07 238 KITS	44		[117]		[77]							
TOTAL INSTALL	44		117		77							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	238	2.219		1.960		0.938		0.880		1.056		
INSTALLATION QTY	44		117		77							

Fact Sheet: F-15 MN-99999U LOW COST RETROFIT MODS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							238	0.217
KITS NONRECUR								
EQUIPMENT							[5]	0.194
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								5.707
PMA								0.615
OTHER								0.115
ICS								0.205
OGC								
INSTALLATION OF HARDWARE								
FY-07 238 KITS							[238]	
TOTAL INSTALL							238	
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							238	7.053
INSTALLATION QTY							238	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 3 Months Follow-On Lead Time: 12 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)		12/07	12/08	12/09	12/10	12/11	12/12
Delivery Date (Month/CY)		03/08	12/09	12/10	12/11	12/12	12/13

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											26	18	18	30	33	36	38	39		
Output											26	18	18	30	33	36	38	39		

Description/Justification

Low cost mod that supports unforeseen modifications and support for the F-15A-D, PE 0207130F. Provides modifications necessary to improve safety, reliability, and performance, and that will complete within 1 year. These low cost modifications are necessary to support items such as corrections of deficiencies not performed on production lines, small cost overruns, engineering studies, and shipping charges/costs/fees. Other activities included are Program PMA Support, VHF upgrades/retrofits, and providing financial support for F-15 studies and misc. F-15 requirements and expenses.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		3.552		1.021		1.259		0.777		1.085		
CHANGE ORDERS												
OTHER						0.041		0.025		0.034		
TRAINING												
PMA		0.171		0.200		0.056		0.018		0.018		
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		3.723		1.221		1.356		0.820		1.137		
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: F-15 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								7.694
CHANGE ORDERS								
OTHER								0.100
TRAINING								
PMA								0.463
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								8.257
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 3 Months Follow-On Lead Time: 12 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)		12/05	12/06	12/07	12/08	12/09	12/10	12/11	12/12
Delivery Date (Month/CY)		03/06	12/07	12/08	12/09	12/10	12/11	12/12	12/13

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-12				FY-13				FY-14				FY-15				FY-16				FY-17				FY-18			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: F-16				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$372.973	$222.761	$167.188	$0.000	$167.188	$86.198	$25.230	$9.589	$13.025

FY2009 funding totals include $34.2M of appropriated supplemental "Bridge" funding and $63.2M of appropriated Overseas Contingency Operations funds

This line item funds modifications to the F-16 aircraft. The F-16 is a multi-role fighter capable of employing a wide variety of nuclear and conventional weapons and missiles in both the air-to-surface and air-to-air mission areas. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
Reserve	4.660	10.476	4.168	2.487	0.000	0.000	0.000
ANG	109.661	49.543	37.292	16.208	2.078	0.933	1.714

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P-S	618270	DIGITAL FLIGHT CONTRO	1.5	0.9	0.9			0.4					5.1
	F19424	F110 ENGINE SERVICE LI	39.7	55.2	15.0								319.7
TOTAL FOR CLASS P-S			41.2	56.2	15.9	0.0	15.9	0.4	0.0	0.0	0.0	0.0	324.8
P	4260	ADVANCED WEAPON INT	0.2										51.8
	602043	BLOCK 42 ANG RE-ENGIN	26.3										193.6
	602149	MMC 7000	6.8	32.5	17.4			0.5					127.5
	602150	MODULAR MISSION COM	17.0	4.3									514.7
	6023	FALCON STAR	52.8	46.0	31.7			24.8	14.0				451.6
	604050	EMBEDDED GPS/INS (EGI	12.0	21.5	17.8			9.1					69.7
	610250	COLOR DISPLAYS - CCIP	12.1	3.2									282.8

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 41	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: F-16				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$372.973	$222.761	$167.188	$0.000	$167.188	$86.198	$25.230	$9.589	$13.025

FY2009 funding totals include $34.2M of appropriated supplemental "Bridge" funding and $63.2M of appropriated Overseas Contingency Operations funds

This line item funds modifications to the F-16 aircraft. The F-16 is a multi-role fighter capable of employing a wide variety of nuclear and conventional weapons and missiles in both the air-to-surface and air-to-air mission areas. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
Reserve	4.660	10.476	4.168	2.487	0.000	0.000	0.000
ANG	109.661	49.543	37.292	16.208	2.078	0.933	1.714

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	610430	Commercial Flight Control C	9.9										9.9
	612130	ADVANCED IDENTIFICATI	34.2										37.7
	612150	AIR-TO-AIR INTERROGAT	26.6										140.1
	612151	MODE 5 IDENTIFICATION			32.5			22.2					54.7
	612152	MODE S IDENTIFICATION	6.2	10.7	12.0			3.6					46.4
	618210	BLK 40/50 SECURE LINE	20.2	5.0	1.7			0.8	0.3				89.0
	618220	BLOS	68.4	0.0	18.3			6.5					96.9
	618240	BLK 30 BEYOND LINE OF		16.0	10.0			1.9					39.6
	624050	ADVANCED DATA TRANS	16.3	16.8									33.1
	6300	ON BOARD OXYGEN GEN		3.5	5.1			6.5	0.9				52.1
	650050	JOINT HELMET MOUNTED	4.3	0.8									261.3

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: F-16				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$372.973	$222.761	$167.188	$0.000	$167.188	$86.198	$25.230	$9.589	$13.025

FY2009 funding totals include $34.2M of appropriated supplemental "Bridge" funding and $63.2M of appropriated Overseas Contingency Operations funds

This line item funds modifications to the F-16 aircraft. The F-16 is a multi-role fighter capable of employing a wide variety of nuclear and conventional weapons and missiles in both the air-to-surface and air-to-air mission areas. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
Reserve	4.660	10.476	4.168	2.487	0.000	0.000	0.000
ANG	109.661	49.543	37.292	16.208	2.078	0.933	1.714

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	661650	LINK 16 - CCIP	4.6	1.3									174.9
	661652	Link 16 Crypto						3.9	3.9	3.9	7.3		18.9
	8662	AETC MTD UPGRADES-FI	11.7	4.6	4.7			4.8	4.9	5.0	5.0		102.6
	99999E	MISC ENGINE UPDATE M	1.3										13.2
	99999X	LOW COST MODIFICATIO	1.0	0.4	0.1			1.2	1.3	0.7	0.7		17.6
TOTAL FOR CLASS P			331.8	166.6	151.3	0.0	151.3	85.8	25.2	9.6	13.0	0.0	2879.8
TOTAL FOR WEAPON SYSTEM F-16			373.0	222.8	167.2	0.0	167.2	86.2	25.2	9.6	13.0	0.0	3204.6

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 41	PAGE NO. 3	

Description/Justification

This P-3A reflects the integration of MN-4260 and MN-426030 into a single program. This is not a new start, nor an acceleration of MN-426030. The modifications described in MN-4260 and MN-426030 were identical. It is for the hardware integration and weapons pylon modification efforts required to employ smart weapons (JDAM, JSOW, and WCMD) on the F16 Block 25/30/32/40/42 aircraft. This P3A reflects actual attrition through FY01 and anticipated attrition through FY08. The weapon pylons will be modified with the 1760 interface. The modification is to the pylon not the aircraft. Because of this, the numbers and associated cost are identified under the heading of pylons and not install kits. The cost of putting the parts in the pylons is included in the total cost to modify the pylon; therefore we do not have a separate install cost. The number of pylons modified each year and the number of umbilical cables purchased do not equal. Each is a separate action and are not dependent. The umbilicals will be provided as loose equipment with the modified pylons; however the pylons can be flown on the aircraft in other configurations. The umbilical is only utilized whenever the pylons are configured with smart weapons. A problem has been noted between this modification and the JDAM where, in some cases, the JDAM firmware is corrupted. A retrofit kit has been assembled and is being deployed as a correction to this modification. A TCTO modification for Advanced Conventional Remote Interface Unit (ACRIU) is required for 1760 capability for F-16 block 25/30/32/40/42.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

	PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13	To Comp	Total
Kit Procurement								
Active	503							503
Reserve	70							70
ANG	474							474

Aircraft Breakdown: Active 503, Reserve 70, ANG 474, Total 1047

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		9.847										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.175										
SIM/TRAINER												
SUPPORT-EQUIP		0.299										
PYLONS	1579	22.487										
WEAPONS UMBILICALS	2112	6.230										
PYLON REFURB/WIRING	176	8.407										
INTEGRATION		6.500										
SOFTWARE		5.992										

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RETROFIT		1.490		0.210								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		51.580		0.210								

Fact Sheet: F-16 MN-4260 ADVANCED WEAPON INTEGRATION (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								9.847
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.175
SIM/TRAINER								
SUPPORT-EQUIP								0.299
PYLONS							[1,579]	22.487
WEAPONS UMBILICALS							[2,112]	6.230
PYLON REFURB/WIRING							[176]	8.407
INTEGRATION								6.500
SOFTWARE								5.992
RETROFIT								1.700
TOTAL COST (BP-1100)								51.790
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months Follow-On Lead Time: 12 Months

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)			03/97	08/97	01/98	03/99	02/00	01/01	01/02	01/03	01/04	01/05	01/06	01/07	01/08
Delivery Date (Month/CY)			09/97	08/98	01/99	03/00	02/01	01/02	01/03	01/04	01/05	01/06	01/07	01/08	01/09

Description/Justification

Current Block 42 F-16s are underpowered compared to Block 40 and 50/52 F-16s, reducing their combat effectiveness. The requirement exists to increase the thrust in the Block 42 aircraft. Congress earmarked FY01-FY08 funds via Congressional Plus-up to begin the installation of F100-PW-229 engines into combat coded Air National Guard (ANG) Block 42 aircraft. Install kit consists of engine/aircraft mod parts. Amount for support equipment reflects a two base simultaneous conversion. Kit quantities include kits for engines purchased with National Guard/Reserve Equipment Account (NGREA) funding. NGREA funds were provided to purchase engines as follows: FY02 $30.9M/6 engines; FY04 $8.7M/2 engines; FY05 $9.2M/2 engines, FY08: $5.0M/1 engine. The installation costs for the one kitproof aircraft are included in kits nonrecurring funding line. There are no recurring installation costs as the installations are being performed at ANG bases with existing ANG personnel.

Aircraft Breakdown: Active 0, Reserve 0, ANG 37, Total 37

Development Status

This is a non-development effort. All aircraft modifications are for integration of the COTS engine.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	35	3.617	[7]	0.350								
KITS NONRECUR	2	2.755										
EQUIPMENT	32	146.600	5	25.900								
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.724										
SIM/TRAINER	1	0.202										
SUPPORT-EQUIP		1.606										
FLIGHT TEST		1.200										
INITIAL SPARES		7.850										
CONTRACTOR SUPPORT		1.754										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	32	167.308	5	26.250								

Fact Sheet: F-16 MN-602043 BLOCK 42 ANG RE-ENGINE (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[42]	3.967
KITS NONRECUR							[2]	2.755
EQUIPMENT							37	172.500
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.724
SIM/TRAINER							[1]	0.202
SUPPORT-EQUIP								1.606
FLIGHT TEST								1.200
INITIAL SPARES								7.850
CONTRACTOR SUPPORT								1.754
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							37	193.558

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 10 Months Follow-On Lead Time: 12 Months

Milestones

	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)		12/00		01/03	01/04	01/05	01/06	01/07	12/07	02/10
Delivery Date (Month/CY)		10/01		01/04	01/05	01/06	01/07	01/08	12/08	02/11

Description/Justification

The upgrade of the Modular Mission Computer includes processor and memory upgrades which provide increased throughput and capacity to support current and planned capability upgrades such as Universal Armament Interface, Small Diameter Bomb 1, Mode S, and AIM-120D. These upgrades are required to support the current and future Operational Flight Program development and fielding on all Block 40/42/50/52 aircraft. Procurement schedule reflects long lead material required to complete the installation. Retrofit kits are for anticipated upgrades or expansion for the MMC. Funds for Mod of Spares are to modify existing Item Manager's inventory to upgraded capabilities. FY09 requirements were bought down with FY07 and FY08 funds. Funds identified as Depot Stand-Up move the equipment repair from the original equipment manufacturer to the OO-ALC to meet both 50/50 considerations and repair cost savings as identified in the program Source of Repair Assignment Process (SORAP). FY10 increased quantity buy reduces per-unit cost. Modification of Spares is represented as shipsets. All Depot Field Team Costs are borne by Mod Nr. 604050.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
Active	237	0	216	73						526
Reserve										
ANG	39	0	36	24						99
Install Schedule										
Active			69	251	206					526
Reserve										
ANG			39	36	24					99

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0207133F.

Aircraft Breakdown: Active 526, Reserve 0, ANG 99, Total 625

Development Status

Hardware development testing is complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		18.637										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	276	24.969			252	20.340	97	8.579				
EQUIP NONREC		5.706										
CHANGE ORDERS						1.501		0.124				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES	15	1.178			[78]	6.168	[76]	6.406				

Fact Sheet: F-16 MN-602149 MMC 7000 (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RETROFIT KITS												
DEPOT STAND-UP		38.286		6.628		3.606		1.471		0.412		
OGC		0.198		0.200		0.863		0.800		0.060		
INSTALLATION OF HARDWARE												
FY-07 75 KITS					[75]							
FY-08 201 KITS					[33]		[168]					
FY-10 252 KITS							[119]		[133]			
FY-11 97 KITS									[97]			
TOTAL INSTALL					108		287		230			
TOTAL COST (BP-1100) (Totals may not add due to rounding)	276	70.337		6.828	252	32.478	97	17.380		0.472		
INSTALLATION QTY					108		287		230			

Fact Sheet: F-16 MN-602149 MMC 7000 (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								18.637
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							625	53.888
EQUIP NONREC								5.706
CHANGE ORDERS								1.625
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES							[169]	13.752
RETROFIT KITS								
DEPOT STAND-UP								50.403
OGC								2.121
INSTALLATION OF HARDWARE								
FY-07 75 KITS							[75]	
FY-08 201 KITS							[201]	
FY-10 252 KITS							[252]	
FY-11 97 KITS							[97]	
TOTAL INSTALL							625	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							625	127.495
INSTALLATION QTY							625	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 18 Months Follow-On Lead Time: 9 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)			10/08	10/08		11/09	11/10
Delivery Date (Month/CY)			04/10	07/09		08/10	08/11

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																						50	58	52	81	77	77	69	65	58	38	
Output																						50	58	52	81	77	77	69	65	58	38	

Description/Justification

This modification replaces the General Avionics Computer (GAC) with a Modular Mission Computer (MMC) and any associated prerequisite modifications (i.e., Battery Charger Control Unit (BCCU)). Block 40 aircraft will also be modified to support Close Air Support (CAS) Improved Data Modem (IDM) equipment. The MMC will increase core computer capability to allow incorporation of advanced capabilities such as Joint Helmet Mounted Cueing System (JHMCS) and smart weapons. As lead mod for CCIP aircraft, MMC installations are a precursor for incorporating Link 16 and other weapon system enhancements on F-16 aircraft. Also upgrades MMC as required to support common Block 50/52 40/42 software required to reduce lifecycle sustainment costs, and provides depot repair equipment. Kit installation schedule is built around fluctuating F-16 Air Expeditionary Force (AEF) commitments. Squadrons will stand down during the conversion process and must complete installations in time to meet the next AEF commitment. Procurement schedule reflects economic order quantities to support minimum contract production levels. This mod is baselined with MN 610250, Color Display; MN 661650, Link 16; MN650050, JHMCS; and MN 612150, Air-to-Air Interrogator. Note: Diminishing Manufacturing Sources (DMS) costs are rolled into install kits and equipment unit costs. These costs fluctuate year to year per the plan set forth in the contract; therefore, unit costs will also fluctuate.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-09	FY-10	To Complete	Total
Active	532	0	0	0	532
Reserve					0
ANG	91	0	0	0	91
Installation Schedule					
Active	463	56	13	0	532
Reserve					0
ANG	57	31	3	0	91

Aircraft Breakdown: Active 532, Reserve 0, ANG 91, Total 623

Development Status

EMD program is complete. 28 aircraft were modified during the EMD program.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		206.961										
PROCUREMENT (3010)												
INSTALL KITS	623	50.572										
KITS NONRECUR												
EQUIPMENT	623	298.250										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		8.193		1.480								
RETROFIT KITS		17.712										

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
OGC		7.473		1.515		0.735						
INSTALLATION OF HARDWARE												
FY-99 23 KITS	23	4.017										
FY-00 54 KITS	54	10.248										
FY-01 79 KITS	79	18.703										
FY-02 51 KITS	51	10.689										
FY-03 47 KITS	47	9.666										
FY-04 100 KITS	100	21.401										
FY-05 94 KITS	94	21.148										
FY-06 91 KITS	72	15.363	[19]	3.012								
FY-07 77 KITS			[68]	10.974	[9]	2.044						
FY-08 7 KITS					[7]	1.494						
TOTAL INSTALL	520	111.234	87	13.986	16	3.538						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	623	493.434		16.981		4.273						
INSTALLATION QTY	520		87		16							

Fact Sheet: F-16 MN-602150 MODULAR MISSION COMPUTER MMC-CCIP (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								206.961
PROCUREMENT (3010)								
INSTALL KITS							623	50.572
KITS NONRECUR								
EQUIPMENT							[623]	298.250
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								9.673
RETROFIT KITS								17.712
OGC								9.723
INSTALLATION OF HARDWARE								
FY-99 23 KITS							[23]	4.016
FY-00 54 KITS							[54]	10.248
FY-01 79 KITS							[79]	18.703
FY-02 51 KITS							[51]	10.689
FY-03 47 KITS							[47]	9.666
FY-04 100 KITS							[100]	21.401
FY-05 94 KITS							[94]	21.148
FY-06 91 KITS							[91]	18.375
FY-07 77 KITS							[77]	13.018
FY-08 7 KITS							[7]	1.494
TOTAL INSTALL							623	128.758
TOTAL COST (BP-1100) (Totals may not add due to rounding)							623	514.688
INSTALLATION QTY							623	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months Follow-On Lead Time: 21 Months

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)								08/99	11/99	02/01	01/02	01/03	01/04	01/05	01/06
Delivery Date (Month/CY)								08/01	08/01	11/02	10/03	10/04	10/05	10/06	10/07

	FY-07	FY-08
Contract Date (Month/CY)	01/07	01/08
Delivery Date (Month/CY)	10/08	10/09

Fact Sheet: F-16 MN-602150 MODULAR MISSION COMPUTER MMC-CCIP (Continued)

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-00				FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								4	12	18	9	17	16	13	16	15	18	7	11	12	15	8	14	18	28	27	28	27	22	22	22	25
Output									4	12	18	9	17	16	13	16	15	18	7	11	12	15	8	14	18	28	27	28	27	22	22	22

	FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input	22	24	26	24	25	20	20	22	9	7		
Output	25	22	24	26	24	25	20	20	22	9	7	

Description/Justification

Engineering test, analysis, and field experience indicate that under current operational usage the F-16 will not reach the 8,000 hour service life needed to support force structure plans. This shortfall is due to structural fatigue driven primarily by usage severity and gross weight, which have both increased significantly over design parameters with the incorporation of new systems and capabilities. Falcon STAR (Structural Augmentation Roadmap) is a depot-level upgrade program that replaces or reworks known life-limited structure to preclude the onset of widespread fatigue damage, maintain safety of flight, enhance aircraft availability, and extend the life of affected components to 8,000 hours. Life-limited components and required installation dates vary by aircraft block as follows: Blocks 25/30/32 (FY04-11) -- FS 110 Canopy Hook Support Frame, FS 158 Bulkhead, BL 19 Forward Longerons, FS 293 Strake Frame & Closure Rib, Upper and Lower Wing Attach Fittings, Lower Wing Skin, Vertical Skin at Flaperon Cutout, Leading Edge Flaps, FS 446 Lower Bulkhead, Horizonal Tail Support Beam, Ventral Fins, and Engine Access Covers; Blocks 40/42 (FY05-09) -- FS 158 Bulkhead, FS 479 Upper Bulkhead, and Engine Access Covers; Blocks 50/52 (FY08-14) -- FS 158 Bulkhead and FS 479 Upper Bulkhead. Without modification of these components, the F-16 will experience continued structural degradation, which will adversely affect mission capable rates and become increasingly costly to correct. Because of variation in modification requirements and installation schedules among aircraft blocks, the quantity and unit cost of kit procurement and hardware installation differs from year to year, depending on the mix of aircraft involved. The upgrades included in Falcon STAR are distinct from those included in previous F-16 structures improvement programs and have been identified through the Aircraft Structural Integrity Program (ASIP) as the system has aged and operational usage has evolved.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

	PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
Kit Procurement										
Active	497	75	20	26	28					646
Reserve	45	10	2	5						62
ANG	311	31	8	10	2					362
Install Schedule										
Active	374	108	59	43	27	35				646
Reserve	35	7	9	5	6					62
ANG	228	70	28	17	15	4				362

Aircraft Breakdown: Active 646, Reserve 62, ANG 362, Total 1070

Development Status

Development costs were shared with the European Participating Governments (EPG) and several FMS customers. Engineering was focused on Blk 30 in FY01 and FY02, and Blk 40/blk 50s in FY03-FY04. Development is complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		15.204										
PROCUREMENT (3010)												
INSTALL KITS	853	99.855	116	4.003	30	4.114	41	2.401	30	1.384		
KITS NONRECUR		1.554										

Fact Sheet: F-16 MN-6023 FALCON STAR (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS						2.242		0.140		0.082		
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		7.605		1.000		2.238		2.250		1.468		0.780
KIT PROOF		1.939										
OGC		5.523		1.314		1.832		2.483		2.000		2.000
INSTALLATION OF HARDWARE												
FY-03 58 KITS	58	28.395										
FY-04 130 KITS	130	32.523										
FY-05 120 KITS	120	24.842										
FY-06 184 KITS	184	44.685										
FY-07 231 KITS	145	35.269	[86]	21.632								
FY-08 130 KITS			[99]	24.889	[31]	11.244						
FY-09 116 KITS					[65]	24.303	[51]	19.992				
FY-10 30 KITS							[14]	4.481	[16]	7.562		
FY-11 41 KITS									[32]	12.333	[9]	3.400
FY-12 30 KITS											[30]	7.820
TOTAL INSTALL	637	165.714	185	46.521	96	35.547	65	24.473	48	19.895	39	11.220
TOTAL COST (BP-1100) (Totals may not add due to rounding)	853	282.190	116	52.838	30	45.973	41	31.747	30	24.829		14.000
INSTALLATION QTY	637		185		96		65		48		39	

Fact Sheet: F-16 MN-6023 FALCON STAR (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								15.204
PROCUREMENT (3010)								
INSTALL KITS							1070	111.757
KITS NONRECUR								1.554
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								2.464
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								15.341
KIT PROOF								1.939
OGC								15.152
INSTALLATION OF HARDWARE								
FY-03 58 KITS							[58]	28.395
FY-04 130 KITS							[130]	32.523
FY-05 120 KITS							[120]	24.842
FY-06 184 KITS							[184]	44.685
FY-07 231 KITS							[231]	56.901
FY-08 130 KITS							[130]	36.133
FY-09 116 KITS							[116]	44.295
FY-10 30 KITS							[30]	12.043
FY-11 41 KITS							[41]	15.733
FY-12 30 KITS							[30]	7.820
TOTAL INSTALL							1,070	303.370
TOTAL COST (BP-1100) (Totals may not add due to rounding)							1,070	451.577
INSTALLATION QTY							1,070	

Method of Implementation: COMBINATION

Initial Lead Time: 15 Months Follow-On Lead Time: 15 Months

Milestones

	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)				01/03	12/03	12/04	01/06	01/07	01/08	01/09	01/10	01/11	01/12
Delivery Date (Month/CY)				04/04	03/05	03/06	04/07	04/08	04/09	04/10	04/11	04/12	04/13

Fact Sheet: F-16 MN-6023 FALCON STAR (Continued)

Installation Schedule

	FY-00				FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																			14	14	18	20	21	21	40	41	41	41	38	38	38	39
Output																					14	16	20	20	19	19	40	41	41	41	38	38

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input	53	53	53	54	47	46	46	46	24	24	24	24	16	16	16	17	12	12	12	12	13	13	13									
Output	38	39	54	54	53	54	47	46	46	46	24	24	24	24	16	15	15	15	13	13	12	12	13	13	13							

Description/Justification

The Embedded GPS/INSs (EGIs) is for Block 40/42/50/52 aircraft. The EGI will replace the Ring Laser Gyro (RLG) Inertial Navigation System, the GPS receiver, and the Master Navigation Filter. Specifically, the program will incorporate Selected Availability Anti-Spoofing Module (SAASM) GPS Receiver and unique F-16 requirements into an EGI. It must be fielded to support the M5/M5+ capability upgrade. The program has procured integration EGIs for use in development, integration, and testing. The program is obtaining the production EGIs for installation onto subject aircraft. ACC desires production installation to be accomplished by field installation teams (depot field teams) chosen through Source of Repair Assignment Process (SORAP) process.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0207133F.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

	PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
Kit Procurement										
Active	91	146	216	73						526
Reserve										
ANG	39		36	24						99
Install Schedule										
Active			69	251	206					526
Reserve										
ANG			39	36	24					99

Aircraft Breakdown: Active 526, Reserve 0, ANG 99, Total 625

Development Status

Completed

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		10.742										
PROCUREMENT (3010)												
INSTALL KITS	130	0.899	[146]	0.964	[252]	1.717	[97]	0.652				
KITS NONRECUR												
EQUIPMENT	130	7.468	146	8.315	252	14.109	97	5.431				
EQUIP NONREC												
CHANGE ORDERS								1.185		0.600		
DATA		0.180										
SIM/TRAINER												
SUPPORT-EQUIP				1.973								
KIT PROOF		0.350		0.605								
OGC		0.016		0.146		0.314						

Fact Sheet: F-16 MN-604050 EMBEDDED GPS/INS (EGI) (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RETROFIT KITS	6	0.412						0.447		0.925		
INSTALLATION OF HARDWARE												
FY-08 130 KITS					[108]	5.372	[22]	0.771				
FY-09 146 KITS							[146]	5.115				
FY-10 252 KITS							[119]	4.169	[133]	4.383		
FY-11 97 KITS									[97]	3.197		
TOTAL INSTALL					108	5.372	287	10.055	230	7.580		
TOTAL COST (BP-1100) (Totals may not add due to rounding)	130	9.325	146	12.003	252	21.512	97	17.770		9.105		
INSTALLATION QTY					108		287		230			

Fact Sheet: F-16 MN-604050 EMBEDDED GPS/INS (EGI) (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								10.742
PROCUREMENT (3010)								
INSTALL KITS							[625]	4.232
KITS NONRECUR								
EQUIPMENT							625	35.323
EQUIP NONREC								
CHANGE ORDERS								1.785
DATA								0.180
SIM/TRAINER								
SUPPORT-EQUIP								1.973
KIT PROOF								0.955
OGC								0.476
RETROFIT KITS							[6]	1.784
INSTALLATION OF HARDWARE								
FY-08 130 KITS							[130]	6.143
FY-09 146 KITS							[146]	5.115
FY-10 252 KITS							[252]	8.552
FY-11 97 KITS							[97]	3.197
TOTAL INSTALL							625	23.007
TOTAL COST (BP-1100) (Totals may not add due to rounding)							625	69.715
INSTALLATION QTY							625	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)					09/08		01/10	01/11
Delivery Date (Month/CY)					09/09		01/11	01/12

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																									9	41	58	52	81	77	77	
Output																									9	41	58	52	81	77	77	

	FY-12			
Quarter	1	2	3	4
Input	69	65	58	38
Output	69	65	58	38

Description/Justification

Replaces the existing four inch monochrome displays with color displays and any associated prerequisite modifications. The color displays will provide increased pilot situational awareness through improved display symbology (targets, threats, etc) recognition. It will decrease pilot workload. The modification also provides depot repair equipment. Kit installation schedule is built around fluctuating F-16 Air Expeditionary Force (AEF) commitments. Squadrons will stand down during the conversion process and must complete installations in time to meet the next AEF commitment. Procurement schedule reflects economic order quantities to support minimum contract production levels. This mod is baselined with MN 602150, Modified Modular Mission Computer; MN 661650, Link 16; MN650050, Joint Helmet Mounted Cueing System; and MN612150, Air-to-Air Interrogator. Note: Diminishing Manufacturing Sources (DMS) costs are rolled into install kits and equipment unit costs. These costs fluctuate year to year per the plan set forth in the contract; therefore, unit costs will also fluctuate.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-09	FY-10	To Complete	Total
Active	532	0	0	0	532
Reserve					0
ANG	91	0	0	0	91
Installation Schedule					
Active	463	56	13	0	532
Reserve					0
ANG	67	31	3	0	91

Aircraft Breakdown: Active 532, Reserve 0, ANG 91, Total 623

Development Status

EMD program is complete. 28 aircraft were modified during the EMD program.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		11.921										
PROCUREMENT (3010)												
INSTALL KITS	623	26.651										
KITS NONRECUR												
EQUIPMENT	623	164.972										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		5.911										
OGC						0.161						

Fact Sheet: F-16 MN-610250 COLOR DISPLAYS - CCIP (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-99	23 KITS	23	2.289										
FY-00	54 KITS	54	6.570										
FY-01	79 KITS	79	12.512										
FY-02	51 KITS	51	6.585										
FY-03	47 KITS	47	6.080										
FY-04	100 KITS	100	13.413										
FY-05	94 KITS	94	13.232										
FY-06	91 KITS	72	9.357	[19]	2.620								
FY-07	77 KITS			[68]	9.454	[9]	1.708						
FY-08	7 KITS					[7]	1.328						
TOTAL INSTALL		520	70.038	87	12.074	16	3.036						
TOTAL COST (BP-1100) (Totals may not add due to rounding)		623	267.572		12.074		3.197						
INSTALLATION QTY		520		87		16							

Fact Sheet: F-16 MN-610250 COLOR DISPLAYS - CCIP (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								11.921
PROCUREMENT (3010)								
INSTALL KITS							623	26.651
KITS NONRECUR								
EQUIPMENT							[623]	164.972
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								5.911
OGC								0.161
INSTALLATION OF HARDWARE								
FY-99 23 KITS							[23]	2.289
FY-00 54 KITS							[54]	6.570
FY-01 79 KITS							[79]	12.512
FY-02 51 KITS							[51]	6.585
FY-03 47 KITS							[47]	6.080
FY-04 100 KITS							[100]	13.413
FY-05 94 KITS							[94]	13.232
FY-06 91 KITS							[91]	11.977
FY-07 77 KITS							[77]	11.162
FY-08 7 KITS							[7]	1.328
TOTAL INSTALL							623	85.148
TOTAL COST (BP-1100) (Totals may not add due to rounding)							623	282.843
INSTALLATION QTY							623	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months Follow-On Lead Time: 21 Months

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)			08/99	11/99	02/01	01/02	01/03	01/04	01/05	01/06	01/07	01/08
Delivery Date (Month/CY)			08/01	08/01	11/02	10/03	10/04	10/05	10/06	10/07	10/08	10/09

Fact Sheet: F-16 MN-610250 COLOR DISPLAYS - CCIP (Continued)

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																					4	12	18	9	17	16	13	16	15	18	7	11	12
Output																						4	12	18	9	17	16	13	16	15	18	7	11

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10											
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4								
Input	15	8	14	18	28	27	28	27	22	22	22	25	22	24	26	24	25	20	20	22	9	7										
Output	12	15	8	14	18	28	27	28	27	22	22	22	25	22	24	26	24	25	20	20	22	9	7									

Description/Justification

The Commercial Fire Control Computer (CFCC) is an F-16 Block 30/32 modification that will replace the current Expandable Enhanced Fire Control Computer (EEFCC). The EEFCC does not have the capabilities required for SCU 7.1 and beyond. Required capabilities include increased memory and throughput, a MUX bus input/output port, Ethernet, and E1553 expandability. The CFCC will not require a Group A (wiring/hardware) modification.
NGREA funded non-recurring engineering (NRE) and an additional 153 ANG F-16s. A Congressional Plus up was received in FY09.

Aircraft Breakdown: Active , Reserve , ANG 163, Total 163

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			163	9.798								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.132								
TOTAL COST (BP-1100)			163	9.930								
(Totals may not add due to rounding)												

Fact Sheet: F-16 MN-610430 Commercial Flight Control Computer (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							163	9.798
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.132
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							163	9.930

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09
Contract Date (Month/CY)		06/09
Delivery Date (Month/CY)		06/10

Description/Justification

The Advanced Identification Friend or Foe (AIFF) interrogator/transmitter will be installed in the present location of the IFF transponder and includes the IFF transponder capability as well as the interrogator capability, providing Mode S Elementary Surveillance (ELS) for F-16 Block 30/32 aircraft. AIFF also provides Mode 4 capability, which is upgadeable to Mode 5. AIFF will reduce pilot cockpit workload and assist in adding combat capability in the Air-to-Air environment by greatly increasing the pilot's Situational Awareness (SA) and Combat Identification (CID) capability.

FY09 funding totals include $34.2M of appropriated supplemental "Bridge" funding and funds installs in FY10 and FY11.

Aircraft Breakdown: Active 0, Reserve 0, ANG 110, Total 110

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	10	0.497	100	5.453								
KITS NONRECUR												
EQUIPMENT	10	1.774	[100]	20.000								
EQUIP NONREC				0.015								
CHANGE ORDERS				0.916								
DATA				0.500								
SIM/TRAINER												
SUPPORT-EQUIP				0.050								
INSTALLATION OF HARDWARE												
FY-06 10 KITS	10	1.182										
FY-09 100 KITS				7.266			[80]		[20]			
TOTAL INSTALL	10	1.182		7.266			80		20			
TOTAL COST (BP-1100) (Totals may not add due to rounding)	10	3.453	100	34.200								
INSTALLATION QTY	10						80		20			

Fact Sheet: F-16 MN-612130 ADVANCED IDENTIFICATION FRIEND OR FOE (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							110	5.950
KITS NONRECUR								
EQUIPMENT							[110]	21.774
EQUIP NONREC								0.015
CHANGE ORDERS								0.916
DATA								0.500
SIM/TRAINER								
SUPPORT-EQUIP								0.050
INSTALLATION OF HARDWARE								
FY-06 10 KITS							[10]	1.182
FY-09 100 KITS							[100]	7.266
TOTAL INSTALL							110	8.448
TOTAL COST (BP-1100) (Totals may not add due to rounding)							110	37.653
INSTALLATION QTY							110	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)		07/06			01/10
Delivery Date (Month/CY)		07/07			01/11

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												10														20	30	30	20			
Output												10														20	30	30	20			

Description/Justification

Provides a Mode S-capable Air-to-Air Interrogator (AAI) and any associated prerequisite modifications. This program is needed for effective AMRAAM deployment. AAI will improve pilot situational awareness and support beyond visual range weapons delivery. Implementation of this program provides the F-16 pilot with onboard friendly/unknown designations and decreases the chance of fratricide. Kit installation schedule is built around fluctuating F-16 Air Expeditionary Force (AEF) commitments. Squadrons will stand down during the conversion process and must complete installations in time to meet the next AEF commitment. Procurement schedule reflects economic order quantities to support minimum contract production levels. This mod is baselined with MN 602150, MMC; MN 610250, Color Display; MN 661650, Link 16; and MN650050, JHMCS. Note: Diminishing Manufacturing Sources (DMS) costs are rolled into Install kits and Equipment unit costs. DMS costs fluctuate year to year per plan set forth in contract; therefore, unit costs will also fluctuate. This effort includes the procurement of support equipment for the stand-up of a depot level repair capability.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-09	FY-10	To Complete	Total
Active	223	0	0	0	223
Reserve					0
ANG	18	0	0	0	18
Installation Schedule					
Active	223	0	0	0	223
Reserve					0
ANG	18	0	0	0	18

Aircraft Breakdown: Active 223, Reserve 0, ANG 18, Total 241

Development Status

Block 50/52 engineering design completed. Eight test aircraft were modified during EMD.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		5.336										
PROCUREMENT (3010)												
INSTALL KITS	241	9.759										
KITS NONRECUR												
EQUIPMENT	241	85.412										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.866										
DEPOT STAND-UP		0.110		26.600								

Fact Sheet: F-16 MN-612150 AIR-TO-AIR INTERROGATOR (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-00	34 KITS	34	1.534										
FY-01	79 KITS	79	5.389										
FY-02	91 KITS	91	8.842										
FY-03	37 KITS	37	1.626										
TOTAL INSTALL		241	17.391										
TOTAL COST (BP-1100) (Totals may not add due to rounding)		241	113.538		26.600								
INSTALLATION QTY		241											

Fact Sheet: F-16 MN-612150 AIR-TO-AIR INTERROGATOR (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								5.336
PROCUREMENT (3010)								
INSTALL KITS							241	9.759
KITS NONRECUR								
EQUIPMENT							[241]	85.412
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.866
DEPOT STAND-UP								26.710
INSTALLATION OF HARDWARE								
FY-00 34 KITS							[34]	1.534
FY-01 79 KITS							[79]	5.389
FY-02 91 KITS							[91]	8.842
FY-03 37 KITS							[37]	1.626
TOTAL INSTALL							241	17.391
TOTAL COST (BP-1100) (Totals may not add due to rounding)							241	140.138
INSTALLATION QTY							241	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months Follow-On Lead Time: 21 Months

Milestones

	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)			04/00	01/01	01/02	01/03
Delivery Date (Month/CY)			04/02	10/02	10/03	10/04

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																			6	16	17	15	20	18	12	22	37	20	12	3	14	20
Output																				6	16	17	15	20	18	12	22	37	20	12	3	14

	FY-06			
Quarter	1	2	3	4
Input	6	3		
Output	20	6	3	

Description/Justification

Provides Mode 5 encrypted identification for F-16 Block 50/52 aircraft. Replaces Block 50-52 advanced air-to-air interrogator (AAI) units (which cannot be upgraded to provide mode 5 capability) with new AAI units that have Mode 5 capability. The Non-Recurring line is for the engineering testers that must be designed, built and utilized through the production process. The production testers and auxiliary test sets are proprietary technology and must be built at the contractor facility. The system integration requires the specific equipment to accomplish the crypto emulation tests.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0207133F. The Mode 5 BP11 program is a new start in FY11

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

	PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
Kit Procurement										
Active	94	91								185
Reserve										
ANG	21	28								49

Aircraft Breakdown: Active 185, Reserve , ANG 49, Total 234

Development Status

Funding supports Mode 5 development and integration for Block 50/52 interrogator units.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)			[17]	9.100		7.520						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							115	19.824	119	20.915		
EQUIP NONREC								10.168				
CHANGE ORDERS								2.541		1.285		
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							115	32.533	119	22.200		

Fact Sheet: F-16 MN-612151 MODE 5 IDENTIFICATION (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[17]	16.620
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							234	40.739
EQUIP NONREC								10.168
CHANGE ORDERS								3.826
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							234	54.733

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 18 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)				01/11	01/12
Delivery Date (Month/CY)				07/12	01/13

Description/Justification

The primary role of the Mode S transponder is to respond to interrogations from a ground sensor or Traffic Alert and Conflict Avoidance System (TCAS) to provide airborne data information including identification and altitude. Mode S is an integral and required part of Communication Navigation Surveillance/Air Traffic Management (CNS/ATM) (formerly GATM) and is required for worldwide operations. Block 40/42 aircraft require replacement of current Identification Friend-or-Foe (IFF) transponder with a Mode S elementary surveillance (ELS) capable transponder, that is also Mode 5 ready (via software changes). Block 50/52 aircraft are already equipped with the Advanced Air-to-Air Interrogator (AAI) units capable of Mode S.

This program has assoicated Research Development Test and Evaluation (RDT&E) funding in PE 0207133F.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

	PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
Kit Procurement										
Active	155	85	49	33						322
Reserve										
ANG	0	0	47	24						71
Install Schedule										
Active			130	120	72					322
Reserve										
ANG			0	47	24					71

Aircraft Breakdown: Active 322, Reserve , ANG 71, Total 393

Development Status

Development work is complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	8	6.356										
PROCUREMENT (3010)												
INSTALL KITS	155	2.689	[85]	1.461	[96]	1.684	[57]	1.019				
KITS NONRECUR												
EQUIPMENT	155	8.598	85	4.652	96	5.328	57	4.288				
EQUIP NONREC		2.232										
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.168										
CONT LIABILITY												

Fact Sheet: F-16 MN-612152 MODE S IDENTIFICATION (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
OGC		0.102				0.857		0.900		0.350		
PROGRAM MNGMT		0.218		0.043		0.050		0.031				
INSTALLATION OF HARDWARE												
FY-07 80 KITS					[76]	1.627	[4]	0.138				
FY-08 75 KITS					[54]	1.156	[21]	0.721				
FY-09 85 KITS							[85]	2.920				
FY-10 96 KITS							[57]	1.958	[39]	1.467		
FY-11 57 KITS									[57]	1.743		
TOTAL INSTALL					130	2.783	167	5.737	96	3.210		
TOTAL COST (BP-1100) (Totals may not add due to rounding)	155	14.007	85	6.156	96	10.702	57	11.975		3.560		
INSTALLATION QTY					130		167		96			

Fact Sheet: F-16 MN-612152 MODE S IDENTIFICATION (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[8]	6.356
PROCUREMENT (3010)								
INSTALL KITS							[393]	6.853
KITS NONRECUR								
EQUIPMENT							393	22.866
EQUIP NONREC								2.232
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.168
CONT LIABILITY								
OGC								2.209
PROGRAM MNGMT								0.342
INSTALLATION OF HARDWARE								
FY-07 80 KITS							[80]	1.765
FY-08 75 KITS							[75]	1.877
FY-09 85 KITS							[85]	2.920
FY-10 96 KITS							[96]	3.425
FY-11 57 KITS							[57]	1.743
TOTAL INSTALL							393	11.730
TOTAL COST (BP-1100) (Totals may not add due to rounding)							393	46.400
INSTALLATION QTY							393	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)		06/06	06/07	01/08	01/09	01/10	01/11
Delivery Date (Month/CY)		06/07	06/08	01/09	01/10	01/11	01/12

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																						28	51	51	49	56	34	28	21	18	30	27
Output																						28	51	51	49	56	34	28	21	18	30	27

Description/Justification

This modification replaces the existing VHF radio with the AN/ARC-210 Warrior (or similar) radio and any associated prerequisite Group A modifications to satisfy an FY06 CENTCOM urgent operational need (UON). The F-16 needs a Secure Line-of-Sight (SLOS)/ Single Channel Ground and Airborne Radio System (SINCGARS) capability to communicate with many rotary wing and ground maneuver units in the theater of operations. The retrofit line is to move the Key Fill Port to a non-obstructive location. MN 618210 is a predecessor to MN 618220.

- FY2009 funding totals include $63.2M (total split among MN 618210 and 618220) requested for Overseas Contingency Operations. The supplemental funds include Kits and the corresponding Installs.
- FY2010 funding totals include $1.6M of Congressional plus-up funds for ARC-210 Guard aircraft.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY09	FY10	FY11	FY12	FY13	To Comp	Total
Active	325	127						452
Reserve								
ANG	87							87
Installation Schedule								
Active	80	118	120	134				452
Reserve								
ANG	16	21	33		17			87

Aircraft Breakdown: Active 452, Reserve , ANG 87, Total 539

Development Status

SLOS development is complete. Three aircraft were modified during EMD.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	3	6.300										
PROCUREMENT (3010)												
INSTALL KITS	412	28.363	127	6.942								
KITS NONRECUR												
EQUIPMENT	412	28.007	[127]	8.906								
EQUIP NONREC												
CHANGE ORDERS						1.600		0.120		0.052		0.010
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TRAINING												
RETROFIT KITS				0.261		1.643		0.224		0.559		0.047

Fact Sheet: F-16 MN-618210 BLK 40/50 SECURE LINE OF SIGHT RADIO (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
OGC		0.050				0.215		0.221		0.232		0.244
SPARES	9	0.612										
INSTALL KITS												
EQUIPMENT												
INSTALL												
INSTALLATION OF HARDWARE												
FY-07 90 KITS	52	0.640	[38]	0.645								
FY-08 322 KITS	44	3.379	[101]	1.875	[103]		[62]	1.137	[12]			
FY-09 127 KITS				1.525	[50]	1.530	[72]		[5]			
TOTAL INSTALL	96	4.019	139	4.045	153	1.530	134	1.137	17			
TOTAL COST (BP-1100) (Totals may not add due to rounding)	412	61.051	127	20.154		4.988		1.702		0.843		0.301
INSTALLATION QTY	96		139		153		134		17			

Fact Sheet: F-16 MN-618210 BLK 40/50 SECURE LINE OF SIGHT RADIO (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[3]	6.300
PROCUREMENT (3010)								
INSTALL KITS							539	35.305
KITS NONRECUR								
EQUIPMENT							[539]	36.913
EQUIP NONREC								
CHANGE ORDERS								1.782
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TRAINING								
RETROFIT KITS								2.734
OGC								0.962
SPARES							[9]	0.612
INSTALL KITS								
EQUIPMENT								
INSTALL								
INSTALLATION OF HARDWARE								
FY-07 90 KITS							[90]	1.285
FY-08 322 KITS							[322]	6.391
FY-09 127 KITS							[127]	3.055
TOTAL INSTALL							539	10.731
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							539	89.039
INSTALLATION QTY							539	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 4 Months Follow-On Lead Time: 9 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)			02/07	10/07	01/09	01/10
Delivery Date (Month/CY)			06/07	07/08	10/09	10/10

Fact Sheet: F-16 MN-618210 BLK 40/50 SECURE LINE OF SIGHT RADIO (Continued)

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											14	13	17	17	17	18	21	38	44	36	41	38	37	37	37	30	30	37			10	7
Output												14	13	17	17	17	18	21	38	44	36	41	38	37	37	37	30	30	37			10

	FY-13			
Quarter	1	2	3	4
Input				
Output	7			

Description/Justification

This mod takes advantage of the existing capability within the AN/ARC-210 Warrior radio and adds the necessary hardware to enable beyond line-of-sight (BLOS) communications. Group B consists of a High Powered Amplifier (HPA), HPA mount and Low Noise Amplifier (LNA). GFE Group A includes a conformal fairing and SATCOM antenna. BLOS capability (all Blocks) starts fielding in FY09. MN 618210 is a predecessor to MN 618220.

- FY08 funding totals include $47.189M (total split among MN 618210, 618220, 618230 and 618240) of appropriated supplemental funding (of which $30M is for Guard aircraft). The supplemental funds include Kits and the corresponding Installs.
- FY09 funding totals include $63.2M (total split between MN 618210 and 618220) requested for Overseas Contingency Operations. The supplemental funds include Kits and the corresponding Installs.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY09	FY10	FY11	FY12	FY13	To Comp	Total
Active	20	374		55				449
Reserve								
ANG	0	58	0	30				88
Installation Schedule								
Active		20	100	201	128			449
Reserve								
ANG			20	6	62			88

Aircraft Breakdown: Active 449, Reserve , ANG 88, Total 537

Development Status

BLOS development/integration for the Blk 40/50 was initiated with FY08 GWOT funding. Four aircraft were modified during EMD.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		7.574		0.570		1.500						
PROCUREMENT (3010)												
INSTALL KITS	20	1.983	432	35.354			85	7.852				
KITS NONRECUR												
EQUIPMENT	20	0.686	[432]	16.571			[85]	3.439				
EQUIP NONREC												
CHANGE ORDERS								0.967		0.539		
DATA				0.367								
SIM/TRAINER												
SUPPORT-EQUIP		0.386		0.692								
OGC						0.003						

Fact Sheet: F-16 MN-618220 BLOS (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-08 20 KITS		0.672	[20]									
FY-09 432 KITS				15.449	[120]		[207]	6.006	[105]			
FY-11 85 KITS									[85]	5.974		
TOTAL INSTALL		0.672	20	15.449	120		207	6.006	190	5.974		
TOTAL COST (BP-1100) (Totals may not add due to rounding)	20	3.727	432	68.433		0.003	85	18.264		6.513		
INSTALLATION QTY			20		120		207		190			

Fact Sheet: F-16 MN-618220 BLOS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								9.644
PROCUREMENT (3010)								
INSTALL KITS							537	45.189
KITS NONRECUR								
EQUIPMENT							[537]	20.696
EQUIP NONREC								
CHANGE ORDERS								1.506
DATA								0.367
SIM/TRAINER								
SUPPORT-EQUIP								1.078
OGC								0.003
INSTALLATION OF HARDWARE								
FY-08 20 KITS							[20]	0.672
FY-09 432 KITS							[432]	21.455
FY-11 85 KITS							[85]	5.974
TOTAL INSTALL							537	28.101
TOTAL COST (BP-1100) (Totals may not add due to rounding)							537	96.940
INSTALLATION QTY							537	

Method of Implementation: COMBINATION

Initial Lead Time: 5 Months Follow-On Lead Time: 12 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)			03/09	02/10	02/11
Delivery Date (Month/CY)			08/09	02/11	02/12

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												20	30	30	30	30	52	52	51	52	48	48	47	47				
Output													20	30	30	30	30	52	52	51	52	48	48	47	47			

Description/Justification

This mod takes advantage of the existing capability within the AN/ARC-210 Warrior radio and adds the necessary hardware to enable beyond line-of-sight (BLOS) communications. Group B consists of a High Powered Amplifier (HPA), HPA mount and Low Noise Amplifier (LNA). Group A is already developed for Block 30's. GFE Group A includes a conformal fairing and SATCOM antenna. BLOS capability starts fielding in FY09. MN 618230 is a predecessor to MN 618240.

- NGREA funds procured/installed sixteen (16) additional BLOS kits.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY09	FY10	FY11	FY12	FY13	To Comp	Total
Active								
Reserve			33					33
ANG	61		91	29				181
Installation Schedule								
Active								
Reserve				33				33
ANG			54	87	40			181

Aircraft Breakdown: Active , Reserve 33, ANG 181, Total 214

Development Status

BLOS for the Blk 30 was developed using OMNIBUS funds in FY07.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.551										
PROCUREMENT (3010)												
INSTALL KITS	61	1.213			124	1.778	29	1.399				
KITS NONRECUR												
EQUIPMENT	61	7.355			[124]	12.961	[29]	4.611				
EQUIP NONREC												
CHANGE ORDERS		1.442				0.201		0.273		0.640		
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES	6	0.300			[14]	0.700						
OGC		0.213				0.360		0.542		0.200		

Fact Sheet: F-16 MN-618240 BLK 30 BEYOND LINE OF SIGHT RADIO (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-08 61 KITS		1.140			[54]		[7]					
FY-10 124 KITS							[113]	3.175	[11]	0.292		
FY-11 29 KITS									[29]	0.768		
TOTAL INSTALL		1.140			54		120	3.175	40	1.060		
TOTAL COST (BP-1100) (Totals may not add due to rounding)	61	11.663			124	16.000	29	10.000		1.900		
INSTALLATION QTY					54		120		40			

Fact Sheet: F-16 MN-618240 BLK 30 BEYOND LINE OF SIGHT RADIO (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								2.551
PROCUREMENT (3010)								
INSTALL KITS							214	4.390
KITS NONRECUR								
EQUIPMENT							[214]	24.927
EQUIP NONREC								
CHANGE ORDERS								2.556
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SPARES							[20]	1.000
OGC								1.315
INSTALLATION OF HARDWARE								
FY-08 61 KITS							[61]	1.140
FY-10 124 KITS							[124]	3.467
FY-11 29 KITS							[29]	0.768
TOTAL INSTALL							214	5.375
TOTAL COST (BP-1100) (Totals may not add due to rounding)							214	39.563
INSTALLATION QTY							214	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)			04/09		01/10	01/11
Delivery Date (Month/CY)			04/10		01/11	01/12

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																			27	27	30	30	30	30	20	20		
Output																			27	27	30	30	30	30	20	20		

Description/Justification

Existing Digital Flight Control Computers (DFLCC) use a combination of older, slower processors and newer faster processors for computing flight control commands. The DFLCC units containing older processors have reached the limit of their throughput capability. In addition a safety anomaly known as "Note 501" has been identified within the current DFLCC Operational Flight Program (OFP) software. This modification corrects the "Note 501" safety anomaly in the DFLCC OFP software and incorporates all other updates to the OFP to bring it up to the latest production configuration. To insure that processor capacity is able to handle the increased processor throughput required by the "Note 501" change and eliminate obsolescence issues with the processors, this modification also incorporates the newer, more powerful processors where ever needed on each of the 4 processor cards in the DFLCC. FY08 New Start, kits bought using FY08/09 money. Aircraft require multiple cards resulting in the larger install numbers as compared to the actual aicraft number. Quantities include installs and spares

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

	PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
Kit Procurement										
Active	931	68								999
Reserve										
ANG	122	9								131
Kit Installs										
Active		409	416	173						999
Reserve										
ANG		54	55	23						131

Aircraft Breakdown: Active 571, Reserve 0, ANG 75, Total 646

Development Status

The processor upgrade has already been qualified and approved for use in the DFLCC.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		0.700										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	1053	0.945	77	0.069								
EQUIP NONREC				1.430								
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES	370	0.459	[11]	0.026	[71]	0.165	[47]	0.109				

Fact Sheet: F-16 MN-618270 DIGITAL FLIGHT CONTROL COMPUTER (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-07 545 KITS					[463]	0.773	[82]	0.137				
FY-08 508 KITS							[389]	0.650	[119]	0.225		
FY-09 77 KITS									[77]	0.160		
TOTAL INSTALL					463	0.773	471	0.787	196	0.385		
TOTAL COST (BP-1100) (Totals may not add due to rounding)	1053	1.404	77	1.525		0.938		0.896		0.385		
INSTALLATION QTY					463		471		196			

Fact Sheet: F-16 MN-618270 DIGITAL FLIGHT CONTROL COMPUTER (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								0.700
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							1130	1.014
EQUIP NONREC								1.430
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES							[499]	0.759
INSTALLATION OF HARDWARE								
FY-07 545 KITS							[545]	0.910
FY-08 508 KITS							[508]	0.875
FY-09 77 KITS							[77]	0.160
TOTAL INSTALL							1,130	1.945
TOTAL COST (BP-1100) (Totals may not add due to rounding)							1,130	5.148
INSTALLATION QTY							1,130	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 4 Months Follow-On Lead Time: 4 Months

Milestones

	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)		03/08	12/08	04/10
Delivery Date (Month/CY)		07/08	04/09	08/10

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	115	116	116	116	117	118	118	118	115	81		
Output																	115	116	116	116	117	118	118	118	115	81		

Description/Justification

The integration of Small Diameter Bomb (SDB 1), via the Universal Armament Interface (UAI) being implemented with the M6/6+ Operational Flight Program (OFP) on F-16 Block 40/50 aircraft, requires increased mission data exchange rates. To keep the F-16 operationally viable for employing SDB and future smart weapons, the Data Transfer Equipment (DTE) must be upgraded to provide faster throughput and increased mission memory capacity. Initial integration of Advanced Data Transfer Equipment (ADTE) into the M5+ OFP will provide the required infrastructure (in FY09) to address additional Military Flight Operations Quality Assurance (MFOQA) data requirements. In addition, ADTE will be fully integrated and installed prior to the operational fielding of M6/6+ in FY12.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

	PRIOR	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
Kit Procurement											
Active	239	296									535
Reserve											
ANG	51	45									96

Aircraft Breakdown: Active 535, Reserve 0, ANG 96, Total 631

Development Status

Implementing ADTE software in M5/M5+ OFP

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			321	13.810	310	13.726						
EQUIP NONREC				2.480		0.518						
CHANGE ORDERS						2.576						
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			321	16.290	310	16.820						

Fact Sheet: F-16 MN-624050 ADVANCED DATA TRANSFER EQUIPMENT (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							631	27.536
EQUIP NONREC								2.998
CHANGE ORDERS								2.576
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							631	33.110

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 14 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10
Contract Date (Month/CY)		03/10	04/10
Delivery Date (Month/CY)		05/11	04/11

Description/Justification

The OBOGS produces breathing gas by separating oxygen from engine bleed air taken from the Environmental Control System (ECS). OBOGS replaces the Liquid Oxygen (LOX) system and reduces maintenance costs. The automatic Back-up Oxygen System (BOS) and Emergency Oxygen System (EOS) will provide breathing gas in the event of an engine, ECS or OBOGS failure. The retrofit will start with F-16 C/D Block 50/52 post-CCIP configured aircraft. Initial funding for the program was appropriated in FY00 thru FY05 and FY08 as Congressional Plus-ups. Install costs per kit will vary depending on CONUS or OCONUS location. NOTE: Congressional language directed AF to conduct 4 year non-developmental OBOGS installation program without specific quantites.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

	PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
Kit Procurement										
Active	167		29							196
Reserve										
ANG	28									28
Install Schedule										
Active	106	13		18	54	5				196
Reserve										
ANG	28									28

Aircraft Breakdown: Active 196, Reserve 0, ANG 28, Total 224

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR		4.971										
EQUIPMENT	195	13.042			29	2.734						
EQUIP NONREC												
CHANGE ORDERS		0.898						1.000				
DATA		0.070										
SIM/TRAINER	5	0.630										
SUPPORT-EQUIP		0.720										
KIT PROOF		0.339										
OGC		0.370				0.768		1.017		0.243		0.327

Fact Sheet: F-16 MN-6300 ON BOARD OXYGEN GENERATION SYSTEM (OBOGS) (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-01 84 KITS	84	7.299										
FY-02 52 KITS	50	6.133	[2]									
FY-07 11 KITS		1.592	[11]									
FY-08 48 KITS							[18]	3.099	[30]	3.512		
FY-10 29 KITS									[24]	2.749	[5]	0.573
TOTAL INSTALL	134	15.024	13				18	3.099	54	6.261	5	0.573
TOTAL COST (BP-1100) (Totals may not add due to rounding)	195	36.064			29	3.502		5.116		6.504		0.900
INSTALLATION QTY	134		13				18		54		5	

Fact Sheet: F-16 MN-6300 ON BOARD OXYGEN GENERATION SYSTEM (OBOGS) (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								4.971
EQUIPMENT							224	15.776
EQUIP NONREC								
CHANGE ORDERS								1.898
DATA								0.070
SIM/TRAINER							[5]	0.630
SUPPORT-EQUIP								0.720
KIT PROOF								0.339
OGC								2.725
INSTALLATION OF HARDWARE								
FY-01 84 KITS							[84]	7.299
FY-02 52 KITS							[52]	6.133
FY-07 11 KITS							[11]	1.592
FY-08 48 KITS							[48]	6.611
FY-10 29 KITS							[29]	3.322
TOTAL INSTALL							224	24.957
TOTAL COST (BP-1100) (Totals may not add due to rounding)							224	52.086
INSTALLATION QTY							224	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 24 Months Follow-On Lead Time: 16 Months

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)		08/02	08/03	06/04					09/07	12/09		11/10
Delivery Date (Month/CY)		08/04	07/04	05/05					06/08	04/11		03/12

Installation Schedule

	FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05				FY-06		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																															20	25
Output																															20	25

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	10	10	10	10	12	12	12	13	13										3	15	15	15	10	14	5			
Output	10	10	10	10	12	12	12	13	13										3	15	15	15	10	14	5			

Description/Justification

Adds the Joint Helmet Mounted Cueing System (JHMCS) and any associated prerequisite modifications. JHMCS provides a man-mounted, ejection compatible helmet mounted display system, with capability to cue and verify cueing of high off-axis sensors and weapons. The JHMCS includes a flight helmet with display optics, image source, helmet tracker transducer, and cable attached to it, graphics processor/video hardware and software to drive the display, helmet tracker hardware and software, interfaces to the aircraft computers, weapons and sensor hardware, with software to integrate the JHMCS functions with other onboard systems. Kit installation schedule is built around fluctuating F-16 Air Expeditionary Force (AEF) commitments. Squadrons will stand down during the conversion process and must complete installations in time to meet the next AEF commitment. Procurement schedule reflects economic order quantities to support minimum contract production levels. FY07 equipment buy quantity is out of sync with kit buy quantity in order to correct equipment over buy in FY06. This mod is baselined with MN 602150, Modified Modular Mission Computer; MN 610250, Color Display; MN 661650, Link 16; and MN612150, Air-to-Air Interrogator. Note: Diminishing Manufacturing Sources (DMS) costs are rolled into install kits and equipment unit costs. These costs fluctuate year to year per the plan set forth in contract; therefore, unit costs will also fluctuate. DMS costs include support equipment (cockpit mapper) as part of the mapper improvement program from a large robotic device to a software intensive "wand." These items are being purchased in FY06 and FY07 to support all field and depot locations. In FY06, the Air Force added funds to initiate the JHMCS depot stand-up at WRALC. Aircraft total differs from total kits purchased/installed based upon kit purchased with 3600 dollars for development testing, which was used in a production aircraft.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-09	FY-10	To Complete	Total
Active	552	0	0	0	552
Reserve					0
ANG	91	0	0	0	91
Installation Schedule					
Active	484	56	12	0	552
Reserve					0
ANG	57	31	3	0	91

Aircraft Breakdown: Active 552, Reserve 0, ANG 91, Total 643

Development Status

Development is complete. Eight aircraft were modified during the EMD program.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	26.708										
PROCUREMENT (3010)												
INSTALL KITS	643	37.386										
KITS NONRECUR												
EQUIPMENT	643	152.360										
EQUIP NONREC												
CHANGE ORDERS												
DATA												

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SIM/TRAINER												
SUPPORT-EQUIP		30.147		0.200								
DEPOT STAND-UP		7.502										
OGC		0.863		0.080		0.289						
INSTALLATION OF HARDWARE												
FY-01 28 KITS	28	2.271										
FY-02 108 KITS	108	5.237										
FY-03 137 KITS	137	8.600										
FY-04 100 KITS	100	4.491										
FY-05 94 KITS	94	4.188										
FY-06 91 KITS	74	3.167	[17]	0.976								
FY-07 78 KITS			[70]	3.035	[8]	0.280						
FY-08 7 KITS					[7]	0.238						
TOTAL INSTALL	541	27.954	87	4.011	15	0.518						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	643	256.212		4.291		0.807						
INSTALLATION QTY	541		87		15							

Fact Sheet: F-16 MN-650050 JOINT HELMET MOUNTED CUEING SYS - CCIP (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)							[1]	26.708
PROCUREMENT (3010)								
INSTALL KITS							643	37.386
KITS NONRECUR								
EQUIPMENT							[643]	152.360
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								30.347
DEPOT STAND-UP								7.502
OGC								1.232
INSTALLATION OF HARDWARE								
FY-01 28 KITS							[28]	2.271
FY-02 108 KITS							[108]	5.237
FY-03 137 KITS							[137]	8.600
FY-04 100 KITS							[100]	4.491
FY-05 94 KITS							[94]	4.188
FY-06 91 KITS							[91]	4.143
FY-07 78 KITS							[78]	3.315
FY-08 7 KITS							[7]	0.238
TOTAL INSTALL							643	32.483
TOTAL COST (BP-1100) (Totals may not add due to rounding)							643	261.310
INSTALLATION QTY							643	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months Follow-On Lead Time: 21 Months

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)					03/01	01/02	01/03	01/04	01/05	01/06	01/07	01/08
Delivery Date (Month/CY)					03/03	10/03	10/04	10/05	10/06	10/07	10/08	10/09

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																										6	14	11	15	22	33	29
Output																											6	14	11	15	22	33

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10											
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4								
Input	22	18	40	34	31	26	25	28	24	22	22	23	23	23	25	25	23	21	20	23	7	8										
Output	29	22	18	40	34	31	26	25	28	24	22	22	23	23	23	25	25	23	21	20	23	7	8									

Description/Justification

This modification adds a Link 16 capable data link and any associated prerequisite modifications. Link 16 provides a jam-resistent, secure digital data transfer network capability with a standardized waveform and data format allowing intraflight (within a formation) and interflight (external to a formation) communications, primarily among aircraft. Link 16 will increase mission effectiveness by providing positive position awareness of all aircraft on a network, correlating offboard and onboard sensor data and realtime sharing of target , threat, and intel updates. Kit installation schedule is built around fluctuating F-16 Air Expeditionary Force (AEF) commitments. Squadrons will stand down during the conversion process and must complete installations in time to meet the next AEF commitment. Procurement schedule reflects economic order quantities to support minimum contract production levels. This mod is baselined with MN 602150, Modified Modular Mission Computer; MN 610250, Color Display; MN650050, Joint Helmet Mounted Cueing System; and MN612150, Air-to-Air Interrogator. Note: Diminishing Manufacturing Sources (DMS) costs are rolled into install kits and equipment unit costs. These costs fluctuate year to year per the plan set forth in contract; therefore, unit costs will also fluctuate.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-09	FY-10	To Complete	Total
Active	552	0	0	0	552
Reserve					0
ANG	91	0	0	0	91
Installation Schedule					
Active	484	56	12	0	552
Reserve					0
ANG	57	31	3	0	91

Aircraft Breakdown: Active 552, Reserve 0, ANG 91, Total 643

Development Status

EMD Program is complete. Eight aircraft were modified during the EMD program.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		52.873										
PROCUREMENT (3010)												
INSTALL KITS	643	33.561										
KITS NONRECUR												
EQUIPMENT	643	95.934										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		7.898										

Fact Sheet: F-16 MN-661650 LINK 16 - CCIP (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-01	28 KITS	28	2.287										
FY-02	108 KITS	108	9.042										
FY-03	137 KITS	137	8.445										
FY-04	100 KITS	100	4.490										
FY-05	94 KITS	94	4.190										
FY-06	91 KITS	74	3.166	[17]	0.886								
FY-07	78 KITS			[70]	3.710	[8]	0.696						
FY-08	7 KITS					[7]	0.609						
TOTAL INSTALL		541	31.621	87	4.596	15	1.305						
TOTAL COST (BP-1100) (Totals may not add due to rounding)		643	169.014		4.596		1.305						
INSTALLATION QTY		541		87		15							

Fact Sheet: F-16 MN-661650 LINK 16 - CCIP (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								52.873
PROCUREMENT (3010)								
INSTALL KITS							643	33.561
KITS NONRECUR								
EQUIPMENT							[643]	95.934
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								7.898
INSTALLATION OF HARDWARE								
FY-01 28 KITS							[28]	2.287
FY-02 108 KITS							[108]	9.042
FY-03 137 KITS							[137]	8.445
FY-04 100 KITS							[100]	4.490
FY-05 94 KITS							[94]	4.190
FY-06 91 KITS							[91]	4.052
FY-07 78 KITS							[78]	4.406
FY-08 7 KITS							[7]	0.609
TOTAL INSTALL							643	37.522
TOTAL COST (BP-1100) (Totals may not add due to rounding)							643	174.915
INSTALLATION QTY							643	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months Follow-On Lead Time: 21 Months

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)					03/01	01/02	01/03	01/04	01/05	01/06	01/07	01/08
Delivery Date (Month/CY)					03/03	10/03	10/04	10/05	10/06	10/07	10/08	10/09

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																										6	14	11	15	22	33	29
Output																											6	14	11	15	22	33	

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	22	18	40	34	31	26	25	28	24	22	22	23	23	23	25	25	23	21	20	23	7	8		
Output	29	22	18	40	34	31	26	25	28	24	22	22	23	23	23	25	25	23	21	20	23	7	8	

Description/Justification

Upgrades aircraft maintenance training devices (MTDs) located at Sheppard AFB and AETC Field Training Detachments located at AETC, ACC, AFMC, PACAF, USAFE, and AFSOC bases. MTDs support critical initial skills and supplemental training. Upgrades are necessary to ensure concurrency with aircraft systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS						0.124						
DATA												
SIM/TRAINER	70	51.114	[13]	11.663	[5]	4.509	[5]	4.702	[5]	4.775	[5]	4.862
SUPPORT-EQUIP												
TRAINER PECULIAR		10.853										
TOTAL COST (BP-1100)		61.967		11.663		4.633		4.702		4.775		4.862
(Totals may not add due to rounding)												

Fact Sheet: F-16 MN-8662 AETC MTD UPGRADES-FIELD TRAINING DETACHMENTS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								0.124
DATA								
SIM/TRAINER	[5]	4.951	[5]	5.049			[113]	91.625
SUPPORT-EQUIP								
TRAINER PECULIAR								10.853
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		4.951		5.049				102.602

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

These are low cost engine modifications in support of miscellaneous low cost ECP/CCP's.

Current FY09 program includes as a minimum: F110-100 Fuel Tube Flange ($1.3M)

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC		11.854		1.300								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		11.854		1.300								

Fact Sheet: F-16 MN-99999E MISC ENGINE UPDATE MODS (Continued)
(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MISC								13.154
TOTAL COST (BP-1100)								13.154
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-07	FY-08	FY-09
Contract Date (Month/CY)			
Delivery Date (Month/CY)			

Description/Justification

These are low cost modifications (including simulators) necessary to improve reliability, maintainability, safety, and mission performance.

Current FY08 program includes as a minimum: Fuel Pylon ($0.08M)

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC		12.125		0.991		0.393		0.131		1.240		1.306
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		12.125		0.991		0.393		0.131		1.240		1.306

Fact Sheet: F-16 MN-99999X LOW COST MODIFICATIONS (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MISC		0.712		0.724				17.622
TOTAL COST (BP-1100)		0.712		0.724				17.622
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)									
Delivery Date (Month/CY)									

Description/Justification

The SLEP will increase the time on wing over two times the current configuration. This is achieved in large part through the installation of a new Compressor and Common High Pressure Turbine Rotor and related components. It eliminates all special inspections that are out-of-cycle with the phase inspection and stretches the current 200-hour engine phase inspection to coincide with the 300-hour aircraft phase inspection. This modification was designed to be performed during a normal Engine Structural Integrity Program (ENSIP) inspection at either intermediate or depot level (no added installation labor cost for this modification), which will save the USAF over $360M dollars in modification costs. The current F110 fleet Non-Recoverable In-Flight Engine Shutdowns (NRIFSD) rate of 4.4 per 100K Engine Flight Hours (EFH) is reduced to 0.9 per 100K EFH after SLEP. Kit totals include requirements for both install and spare engines. Retrofit kits include new turbine assemblies to replace assemblies destroyed due to coding error.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

	PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
Kit Procurement										
Active	250	52	63	25						390
Reserve	32	7	8	3						50
ANG	148	27	35	12						222
Install Schedule										
Active	164	74	59	40	53					390
Reserve	21	10	7	5	7					50
ANG	96	42	34	22	28					222

Aircraft Breakdown: Active 390, Reserve 50, ANG 222, Total 662

Development Status

Qualification completed in Mar 2005.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	430	147.479	86	31.391	106	42.999	40	10.980				
EQUIP NONREC												
CHANGE ORDERS						2.400						
DATA		2.500										
SIM/TRAINER												
SUPPORT-EQUIP		9.434										
OGC		0.450		0.239		0.260		0.260				

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RETROFIT KITS	48	12.835										
SPARES	108	37.105	[22]	8.030	[26]	9.578	[10]	3.732				
INSTALLATION OF HARDWARE												
FY-05 76 KITS	76											
FY-06 106 KITS	106											
FY-07 98 KITS	98											
FY-08 150 KITS	1		[126]		[23]							
FY-09 86 KITS					[77]		[9]					
FY-10 106 KITS							[58]		[48]			
FY-11 40 KITS									[40]			
TOTAL INSTALL	281		126		100		67		88			
TOTAL COST (BP-1100) (Totals may not add due to rounding)	430	209.803	86	39.660	106	55.237	40	14.972				
INSTALLATION QTY	281		126		100		67		88			

Fact Sheet: F-16 MN-F19424 F110 ENGINE SERVICE LIFE EXTENSION PROGRAM (SLEP) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							662	232.849
EQUIP NONREC								
CHANGE ORDERS								2.400
DATA								2.500
SIM/TRAINER								
SUPPORT-EQUIP								9.434
OGC								1.209
RETROFIT KITS							[48]	12.835
SPARES							[166]	58.445
INSTALLATION OF HARDWARE								
FY-05 76 KITS							[76]	
FY-06 106 KITS							[106]	
FY-07 98 KITS							[98]	
FY-08 150 KITS							[150]	
FY-09 86 KITS							[86]	
FY-10 106 KITS							[106]	
FY-11 40 KITS							[40]	
TOTAL INSTALL							662	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							662	319.672
INSTALLATION QTY							662	

Method of Implementation: COMBINATION

Initial Lead Time: 6 Months Follow-On Lead Time: 12 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)		05/05	10/05	10/06	10/07	10/08	10/09	10/10
Delivery Date (Month/CY)		11/05	10/06	10/07	10/08	10/09	10/10	10/11

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									22	23	23	23	22	23	23	23	24	25	25	25	31	31	32	32	25	25	25	25	16	17	17	17
Output									22	23	23	23	22	23	23	23	24	25	25	25	31	31	32	32	25	25	25	25	16	17	17	17

	FY-12			
Quarter	1	2	3	4
Input	22	22	22	22
Output	22	22	22	22

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: F-22				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$322.523	$176.721	$492.199	$0.000	$492.199	$389.928	$287.850	$341.558	$255.609

FY2009 funding totals include $600.0M requested for Overseas Contingency Operations funds.
The F/A-22 program is the next generation multi-mission air superiority fighter to counter emerging worldwide threats. The F/A-22 is designed to penetrate enemy airspace and achieve a first-look, first-kill capability against multiple targets. The primary modification budgeted in FY11 is the Common Configuration modification. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	F22001	COMMON CONFIGURATI	173.5	2.6	178.4			124.3	31.9	35.9	27.5		856.4
	F22003	INCREMENT 3.1	26.1	83.2	59.9			67.2	34.5	10.4	10.3	4.4	340.7
	F22004	Low Cost Mod Weapon Syst	1.9	0.5	1.9			1.4	1.3	1.3	1.3	4.0	23.4
	F22006	Reliability & Maintainability	97.0	60.7	84.6			76.3	78.6	68.7	32.7	122.4	782.5
	F22014	F119 Engine Modifications	6.0	9.1	39.8			36.1	45.6	71.1	31.9	313.1	565.3
	F22019	INCREMENT 3.2 (Drop 3)								89.1	123.7	447.5	660.3
	F22020	Warfighter Urgent Requirem	4.7		0.5			0.5	0.5	0.5	0.5		11.2
	F22021	Arresting Gear System						2.5	5.2				7.7
	F22022	Structures Retrofit Plan		20.5	60.0			64.5	65.8	63.3	27.7	16.3	318.1
	F22023	EW2K			7.0			7.0					14.0
	F22024	Trainers Common Configura	13.3		52.6			4.0	19.8		0.0	88.6	178.3
	F22027	KOV20			7.5			6.1	4.7	1.3			19.5
TOTAL FOR CLASS P			322.5	176.7	492.2	0.0	492.2	389.9	287.9	341.6	255.6	996.4	3777.5
TOTAL FOR WEAPON SYSTEM F-22			322.5	176.7	492.2	0.0	492.2	389.9	287.9	341.6	255.6	996.4	3777.5

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 42	PAGE NO. 1	

Description/Justification

The F-22 Common Configuration program is the cornerstone for the F-22 fleet modernization program. Diminishing Manufacturing Source (DMS) issues, Production Improvement Program (PIP) projects, and Mission Support had driven the creation of several unique hardware and Operational Flight Programs (OFP) configurations, resulting in the need for separate OFPs. Impacts include the need for multiple OFP configurations for every planned OFP upgrade, reduced aircraft operational availability, increased supportability costs, heavy demand on lab capacity, and reduced combat capability. The ultimate goal of the Common Configuration effort is to reduce the number of different OFPs in the aircraft fleet and upgrade earlier production aircraft to a more capable aircraft configuration.

This effort focuses on upgrading selected PRTV I through Lot 4 aircraft with the appropriate hardware and associated software to bring the aircraft to either a Block 20 or Block 30 configuration. The Common Configuration upgrades increases combat capability, operational availability, and improves fleet supportability by retrofitting earlier aircraft configurations to later, more capable configurations, reducing the number of hardware/software configurations from six to three. The program also provides additional 3rd-generation radars to the spares pool when Block 20 aircraft are upgraded to the Block 30 configuration with its 4th-generation radar.

The Common Configuration Block 30 upgrade (4th-generation radar) is a mandatory prerequisite for Increment 3.1.

Aircraft Breakdown: Active 81, Reserve 0, ANG 0, Total 81

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	51	207.074	12	164.806			11	148.800	7	99.450		
EQUIP NONREC		72.408		8.672				27.030		21.200		20.840
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

Fact Sheet: F-22 MN-F22001 COMMON CONFIGURATION (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-03 7 KITS	7	0.154										
FY-04 2 KITS	2	0.050										
FY-05 5 KITS	5	1.920										
FY-06 1 KITS	1	0.700										
FY-07 20 KITS					[8]	2.650	[12]	2.540				
FY-08 16 KITS									[9]	3.690	[7]	2.870
FY-09 12 KITS											[12]	8.240
FY-11 11 KITS												
FY-12 7 KITS												
TOTAL INSTALL	15	2.824			8	2.650	12	2.540	9	3.690	19	11.110
TOTAL COST (BP-1100) (Totals may not add due to rounding)	51	282.306	12	173.478		2.650	11	178.370	7	124.340		31.950
INSTALLATION QTY	15				8		12		9		19	

Fact Sheet: F-22 MN-F22001 COMMON CONFIGURATION (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							81	620.130
EQUIP NONREC		24.020		19.746				193.916
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-03 7 KITS							[7]	0.154
FY-04 2 KITS							[2]	0.050
FY-05 5 KITS							[5]	1.920
FY-06 1 KITS							[1]	0.700
FY-07 20 KITS							[20]	5.190
FY-08 16 KITS							[16]	6.560
FY-09 12 KITS							[12]	8.240
FY-11 11 KITS	[11]	11.830					[11]	11.830
FY-12 7 KITS			[7]	7.710			[7]	7.710
TOTAL INSTALL	11	11.830	7	7.710			81	42.354
TOTAL COST (BP-1100) (Totals may not add due to rounding)		35.850		27.456			81	856.400
INSTALLATION QTY	11		7				81	

Method of Implementation: COMBINATION

Initial Lead Time: 35 Months Follow-On Lead Time: 35 Months

Milestones

	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)		04/05	04/05	12/05		02/07	12/07	09/09		01/11	12/11	11/12
Delivery Date (Month/CY)		04/07	04/07	12/07		10/10	12/10	10/12		12/13	11/14	11/14

Installation Schedule

	FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08				FY-09			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																							5	5		2	2	1				
Output																								5	5		2	2	1			

	FY-10				FY-11				FY-12				FY-13				FY-14				FY-15				FY-16			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	2	2	2	2	3	3	3	3	2	2	2	3	5	5	5	4	3	3	3	2	2	2	2	1				
Output		2	2	2	2	3	3	3	3	2	2	2	3	5	5	5	4	3	3	3	2	2	2	2	1			

Description/Justification

Increment 3.1 modernizes F-22 aircraft with Enhanced Central Integrated Processor (ECIP) cards, a new Map Inter-Face (MIF) board for the 4th generation APG-77V1 radar, a modification to the GPS Inertial Navigation System (GINS), and a Tactical Data Transfer System (TDTS). These hardware modifications enable the F-22 to retarget Joint Direct Attack Munitions (JDAM), carry and deliver the Small Diameter Bomb (SDB) on preplanned missions using the Joint Mission Planning System (JMPS), to use a Synthetic Aperture Radar (SAR) Air-to-Ground radar mode to permit attack of emerging targets using SDBs, and to save SAR imagery onto the the TDTS for post-mission analysis.

Increment 3.1 quantities include 4 Lot 10 jets. Increment 3.1 retrofit is dependent on Common Configuration Block 30 upgrades (4th Generation Radar).

Aircraft Breakdown: Active 144, Reserve 0, ANG , Total 144

Development Status

Requirements analysis started in FY04 in Modernization PE 0207138F. Increment 3.1 Phase B CDR completed in Dec 06. Increment 3.1 Phase C&D contract awarded via UCA in Dec 06, full contract award was in Aug 07.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		0.520		0.910								
KITS NONRECUR												
EQUIPMENT	12	37.600	24	24.920	32	72.750	32	58.360	32	60.270	12	24.580
EQUIP NONREC		6.530				7.490						
CHANGE ORDERS												
DATA												
SIM/TRAINER			[3]	0.260	[7]	2.990	[3]	0.050	[7]	0.770		
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08 12 KITS							[6]	1.520	[6]			
FY-09 24 KITS									[18]	6.170	[6]	
FY-10 32 KITS											[32]	9.950
FY-11 32 KITS												
FY-12 32 KITS												
FY-13 12 KITS												
TOTAL INSTALL							6	1.520	24	6.170	38	9.950
TOTAL COST (BP-1100) (Totals may not add due to rounding)	12	44.650	24	26.090	32	83.230	32	59.930	32	67.210	12	34.530
INSTALLATION QTY							6		24		38	

Fact Sheet: F-22 MN-F22003 INCREMENT 3.1 (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								1.430
KITS NONRECUR								
EQUIPMENT							144	278.480
EQUIP NONREC								14.020
CHANGE ORDERS								
DATA								
SIM/TRAINER							[20]	4.070
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-08 12 KITS							[12]	1.520
FY-09 24 KITS							[24]	6.170
FY-10 32 KITS							[32]	9.950
FY-11 32 KITS	[32]	10.420					[32]	10.420
FY-12 32 KITS			[31]	10.280	[1]		[32]	10.280
FY-13 12 KITS					[12]	4.390	[12]	4.390
TOTAL INSTALL	32	10.420	31	10.280	13	4.390	144	42.730
TOTAL COST (BP-1100) (Totals may not add due to rounding)		10.420		10.280		4.390	144	340.730
INSTALLATION QTY	32		31		13		144	

Method of Implementation: COMBINATION

Initial Lead Time: 32 Months Follow-On Lead Time: 30 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)		11/08	11/08	07/10	10/11	07/12	10/13
Delivery Date (Month/CY)		07/11	02/12	01/13	11/13	10/14	10/15

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																					6	4	6	7	7	10	11	9	8	8	6	10	8
Output																					4	5	4	7	8	11	9	9	8	9	7	8	8

	FY-15				FY-16			
Quarter	1	2	3	4	1	2	3	4
Input	8	8	8	7	5	5	3	
Output	8	8	8	6	7	5	5	

Description/Justification

These are low cost modifications necessary to improve air vehicle, engine and training systems reliability, support equipment, safety and mission performance and to reduce logistics costs. In addition, modifications will be incorporated to reduce total life cycle costs. Due to the numerous small modifications included in this effort, kits quantities, install schedule, and milestones have not been identified. These mods are included on Follow-on Agile Sustainment To the Raptor (FASTeR) contract, such as AMRAAM Vertical Ejection Launcher (AVEL).

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		9.838		1.924		0.500		1.876		1.366		1.292
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		9.838		1.924		0.500		1.876		1.366		1.292
(Totals may not add due to rounding)												

Fact Sheet: F-22 MN-F22004 Low Cost Mod Weapon System (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		1.310		1.333		4.000		23.439
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.310		1.333		4.000		23.439

Method of Implementation:

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)		04/03	01/04	04/06	08/06	09/07	01/08	01/09	01/10	01/11	01/12	01/12
Delivery Date (Month/CY)		04/04	01/05	04/07	08/07	09/08	01/09	01/10	01/11	01/12	01/13	01/13

Description/Justification

Provides for development and incorporation of upgrades to reach mature Reliability & Maintainability (R&M), prevent corrosion, and operate in wet weather locations to achieve the measured Mean Time Between Maintenance (MTBM) requirement, increase Aircraft Availability (AA), reduce weapon system Life Cycle Costs (LCC) and reduce Maintenance Man Hours per Flight Hour (MMH/FH). Each project is reviewed for LCC impacts and these impacts are taken into consideration when projects are down selected. Mods include multiple kit procurements including but not limited to Air Recharge Compressor, Electric Fuel Boost Pump, Landing Lights and CNI Battery field improvements.

This modification line includes depot throughput funding. A depot throughput capability at two heavy maintenance/depot facilities is required to support the F-22 fleet. The throughput capability is defined as support necessary to accept, manage and release aircraft in depot status. The depot throughput is in direct support of modernization and sustainment retrofit efforts for the fleet. The number of aircraft docks are dependent upon projected workflow as outlined in the Fleet Management Plan (FMP).

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Non-recurring engineering started in FY05 to achieve pattern failure fixes to get to 3.0 MTBM. Development ongoing.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		161.418		97.000		60.700		84.600		76.300		78.600
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		161.418		97.000		60.700		84.600		76.300		78.600
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: F-22 MN-F22006 Reliability & Maintainability Maturation Program (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		68.700		32.740		122.400		782.458
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		68.700		32.740		122.400		782.458
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)		01/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15
Delivery Date (Month/CY)		01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15	01/16

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-13				FY-14				FY-15				FY-16				FY-17				FY-18				FY-19			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

Engine modifications are necessary to improve safety, reliability, maintainability, sustainability, and mission performance. Future mods will focus on Rotor 5, fan duct containment, buffer-air heat exchanger, gearbox, nozzle hardware, engine externals and other tasks to improve engine safety, reduce Mean Time Between Maintenance, and lower engine Life Cycle Costs. Due to the numerous small modifications included in this effort, kit quantities, install schedules, and milestones have not been identified.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Engine mods are developed within the Component Improvement Program PE 0207268F. Development ongoing.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		12.493		6.000		9.141		39.833		36.140		45.554
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		12.493		6.000		9.141		39.833		36.140		45.554

Fact Sheet: F-22 MN-F22014 F119 Engine Modifications (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		71.094		31.900		313.140		565.295
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		71.094		31.900		313.140		565.295

Method of Implementation:

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)		08/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13
Delivery Date (Month/CY)		08/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14

Description/Justification

This is a quick response modification to provide F-22 combat capability to the warfighter in a more efficient and responsive manner. This effort includes miscellaneous modifications required to meet urgent CONUS and OCONUS operating requirements. Due to the potential numerous modificatioins, this P3-A does not identify schedule and milestones for each modification.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		3.970		4.712				0.500		0.500		0.500
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		3.970		4.712				0.500		0.500		0.500
(Totals may not add due to rounding)												

Fact Sheet: F-22 MN-F22020 Warfighter Urgent Requirements (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		0.500		0.500				11.182
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.500		0.500				11.182

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

SRP is a program designed to retrofit aircraft to reduce the number of limited life parts, reduce inspection burdens, and limit the potential for significant unscheduled repair and downtime. SRP will retrofit aircraft by peening and kit application. Kits have been identified for this effort (kit types & quantities) and an install schedule based on the current depot flow plan has been established.

Aircraft Breakdown: Active 164, Reserve , ANG , Total 164

Development Status

Development continues through 2010 and production will begin in FY10.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS						20.500		60.030		64.470		65.790
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						20.500		60.030		64.470		65.790
INSTALLATION QTY												

Fact Sheet: F-22 MN-F22022 Structures Retrofit Plan (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS		63.280		27.660		16.340		318.070
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		63.280		27.660		16.340		318.070
INSTALLATION QTY								

Method of Implementation: DEPOT/ALC

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17
Contract Date (Month/CY)			01/10	01/11	01/12	01/13	01/14	01/15	01/16	01/17
Delivery Date (Month/CY)			01/11	01/12	01/13	01/14	01/15	01/16	01/17	01/18

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-16				FY-17				FY-18				FY-19				FY-20				FY-21				FY-22			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

The purpose of the EW2K retrofit program is to enhance F-22 EW power supplies and assets. Aircraft to be retrofitted include Lot 3 through Lot 6 jets. Other EW2K specific information is classified. Due to the numerous small modifications included in this effort, kit quantities, install schedule, and milestones have not been identified.
This is not a new start. This modification was added to the FY10 PB, which reflected start of production in FY10.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Production will begin in FY11.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT								7.000		7.000		
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)								7.000		7.000		
(Totals may not add due to rounding)												

Fact Sheet: F-22 MN-F22023 EW2K (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								14.000
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								14.000

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

The purpose of Trainers Common Configuration is to modify training devices in order to closely simulate existing and future F-22 capabilities. Modifications include, but are not limited to, hardware/software, dynamic SAR/night vision goggle simulation, and database upgrades. Due to the numerous small modifications included in this effort, kit quantities, install schedule, and milestones have not been identified.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Production began in FY09.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS				13.319				52.600		4.000		19.780
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				13.319				52.600		4.000		19.780
(Totals may not add due to rounding)												

Fact Sheet: F-22 MN-F22024 Trainers Common Configuration (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS				0.020		88.630		178.349
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)				0.020		88.630		178.349

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

National Security Agency (NSA) mandate for F-22 Raptor KOV-20.

This is a new start for FY11.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Development began FY 2006.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT								7.460		6.062		4.674
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)								7.460		6.062		4.674
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: F-22 MN-F22027 KOV20 (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		1.314						19.510
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.314						19.510
INSTALLATION QTY								

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-16				FY-17				FY-18				FY-19				FY-20				FY-21				FY-22			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: JSF				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$0.000	$0.000	$123.936	$0.000	$123.936	$8.319	$5.047	$3.461	$31.472

The Joint Strike Fighter (JSF) (F-35) program will develop and deploy a family of highly common, affordable next generation, stealthy, multi-role strike fighter aircraft that meets the needs of multiple services and countries.

The specific modifications budgeted and programmed for in FY11 are below.

Due to an inadvertent error the Air Force requests a technical adjustment transferring $29.700M from P-1 Line No. 43, "F-35 Modifications" to P-1 Line No. 1, "F-35". The following exhibits reflect the requested transfer amounts.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	F3512	JSF F35 Mod			94.2			8.3	5.0	3.5	31.5		142.5
TOTAL FOR CLASS P			0.0	0.0	94.2	0.0	94.2	8.3	5.0	3.5	31.5	0.0	142.5
TOTAL FOR WEAPON SYSTEM JSF			0.0	0.0	94.2	0.0	94.2	8.3	5.0	3.5	31.5	0.0	142.5

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

Description/Justification

Install Kits: Retrofits 25 AF CTOL aircraft procured under the first four Low Rate Initial production (LRIP) buys to Block 3 configuration. The Block 3 retrofit is comprised of hardware and software. The hardware per aircraft include new Radar modules, new integrated core processor (ICP) modules and rack, and new electronic warfare (EW) modules. Aircraft need to be updated to Block 3.0 configuration in conjunction with LRIP 5 deliveries to avoid costs associated with maintaining multiple configuration of aircraft at AF training sites.

This is a new start in FY11.

NOTE: The installation schedule and associated costs are still being revised and will be updated upon receipt of the contractor proposal. Any future year requirements for installation funding will be addressed in the next budget cycle.

F-35 AGCAS (RDT&E): Effort is not associated with this retrofit; funds were incorrectly laid into the modification line and need to be realigned to the F-35 EMD (PE 0604800F).

F-35 System Maint Trainer (Full Funding): Provides maintenance trainers for field training detachments; funds were incorrectly laid into the modification line and need to be realigned to F-35 full funding (P-1 Line #1; Aircraft Procurement, Air Force (APAF)). $29.7M in FY11 is reflected in the Peculiar Training Equipment line on the P-5 (Full Funding). FY15 alignment will be corrected in the next budget cycle.

Aircraft Breakdown: Active 25, Reserve 0, ANG 0, Total 25

Development Status

None. No RDT&E required.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							25	86.636				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
F-35 AGCAS (RDT&E)								7.600		8.319		5.047
F-35 System Maint Trainer (Full Funding)												
TOTAL COST (BP-1100)							25	94.236		8.319		5.047
(Totals may not add due to rounding)												

Fact Sheet: JSF MN-F3512 JSF F35 Mod (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							25	86.636
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
F-35 AGCAS (RDT&E)		3.461		1.484				25.911
F-35 System Maint Trainer (Full Funding)			[1]	29.988			[1]	29.988
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		3.461		31.472			25	142.535

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 24 Months Follow-On Lead Time: 24 Months

Milestones

	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				03/11
Delivery Date (Month/CY)				03/13

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-5				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$501.021	$617.338	$27.067	$73.400	$100.467	$4.166	$4.203	$6.337	$6.454

FY2009 funding totals include $82.3M of appropriated Overseas Contingency Operations funding.
FY2010 funding totals include $57.4M of appropriated Overseas Contingency Operations funding
FY2011 funding totals include $73.4M requested for Overseas Contingency Operations

This line item funds modifications to the C-5 aircraft. The four-engine C-5 carries outsized and heavy cargo (tanks, helicopters, etc.) between main operating bases. The aircraft routinely carries 73 troops and 36 standard 463-L pallets. Modifications enhance operational capability while improving flight safety, reliability, and maintainability. Modifications budgeted and programmed are below.

Due to an inadvertent error the Air Force requests a technical adjustment transferring funds for the C-5 Avionics Modernization Program (AMP) and Reliability Enhancement &Re-engining Program (RERP) from P-1 Line No. 44 "C-5" to new P-1 Line No. 44.1 "C-5 AMP" and Line No. 44.2 "C-5 RERP". The following exhibits reflect the requested transferamounts.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	9.195	13.447	2.041	0.000	256.803	700.696	224.278
ANG	50.389	42.683	3.352	0.000	0.000	0.000	0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	6032	COMPARTMENT FLOOR C	0.4	0.6									7.9
	6038	AVIONICS MODERNIZATI	94.9	72.6	0.0								717.0
	6154	C-5 RELIABILITY ENHANC	280.1	462.7	0.0							0.0	899.7
	8629	LARGE AIRCRAFT INFRA	109.3	76.6	4.9	73.4	78.3	3.2	3.2	5.4	5.5		351.4
	8662	AETC MTD UPGRADES-FI	1.0										4.8
	8763	MADARS III	0.5										9.4
	8869	Defensive System Installatio	14.4	4.8									36.5
	8965	C-5 Fleet Blk Upgrade 01			21.3								21.3

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 44	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-5				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$501.021	$617.338	$27.067	$73.400	$100.467	$4.166	$4.203	$6.337	$6.454

FY2009 funding totals include $82.3M of appropriated Overseas Contingency Operations funding.
FY2010 funding totals include $57.4M of appropriated Overseas Contingency Operations funding
FY2011 funding totals include $73.4M requested for Overseas Contingency Operations

This line item funds modifications to the C-5 aircraft. The four-engine C-5 carries outsized and heavy cargo (tanks, helicopters, etc.) between main operating bases. The aircraft routinely carries 73 troops and 36 standard 463-L pallets. Modifications enhance operational capability while improving flight safety, reliability, and maintainability. Modifications budgeted and programmed are below.

Due to an inadvertent error the Air Force requests a technical adjustment transferring funds for the C-5 Avionics Modernization Program (AMP) and Reliability Enhancement & Re-engining Program (RERP) from P-1 Line No. 44 "C-5" to new P-1 Line No. 44.1 "C-5 AMP" and Line No. 44.2 "C-5 RERP". The following exhibits reflect the requested transfer amounts.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	9.195	13.447	2.041	0.000	256.803	700.696	224.278
ANG	50.389	42.683	3.352	0.000	0.000	0.000	0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	99999X	LOW COST MODIFICATIO	0.3	0.1	0.9			1.0	1.0	1.0	1.0		9.6
TOTAL FOR CLASS P			501.0	617.3	27.1	73.4	100.5	4.2	4.2	6.3	6.5	0.0	2057.6
TOTAL FOR WEAPON SYSTEM C-5			501.0	617.3	27.1	73.4	100.5	4.2	4.2	6.3	6.5	0.0	2057.6

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.	P-1 SHOPP LIST ITEM NO. 44	PAGE NO. 2	

Description/Justification

Stress panels in the troop compartment latrine are corroding. In order to replace the panels, the entire latrine must be removed. This modification installs the C-5B designed latrine on the C-5A. The C-5B latrine has a one piece fiberglass floor pan, fiberglass walls, and a larger holding tank. Installation of the one piece fiberglass latrine prevents corrosion and adds a new wall mounted potable gravity feed water supply.

Initial funding to procure all kits for this modification occurred in FY96 and FY98. Installation funding for this modification was removed shortly after 9/11 to meet other requirements. Interim funding was used to make installs until the program was reconstituted in FY08 for the remaining installations.

Kit Installation	PRIOR	FY09	FY10	Total
Active	1	1	0	2
Reserve	28	4	4	36
Guard	25	5	3	33

Aircraft Breakdown: Active 2, Reserve 18, ANG 21, Total 41

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	70	2.958										
KITS NONRECUR	1	0.579										
EQUIPMENT	1	0.005										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.103										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.056										
INSTALLATION OF HARDWARE												
FY-96 71 KITS	24	3.232	[10]	0.449	[7]	0.557						
TOTAL INSTALL	24	3.232	10	0.449	7	0.557						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	71	6.933		0.449		0.557						
INSTALLATION QTY	24		10		7							

Fact Sheet: C-5 MN-6032 COMPARTMENT FLOOR CORROSION PREVENTION (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							70	2.958
KITS NONRECUR							1	0.579
EQUIPMENT							[1]	0.005
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.103
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.056
INSTALLATION OF HARDWARE								
FY-96 71 KITS							[41]	4.238
TOTAL INSTALL							41	4.238
TOTAL COST (BP-1100) (Totals may not add due to rounding)							71	7.939
INSTALLATION QTY							41	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 9 Months Follow-On Lead Time: 13 Months

Milestones

	FY-95	FY-96
Contract Date (Month/CY)		06/98
Delivery Date (Month/CY)		03/99

Installation Schedule

	FY-95				FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																		2	2	4												
Output																					2	2	4									

	FY-03				FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1	1	1	1					1		1						2	2	5	1	1	4	3	2	3	2	1	1
Output							1	1	1	1					1		1						2	2	5	1	1	4	3	2	5	2

Description/Justification

The purpose of this modification is to implement Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM) [formerly Global Air Traffic Management (GATM)] and navigation safety capabilities. It redesigns the avionics components to replace unreliable Line Replacement Units (LRUs) in the autopilot/flight augmentation systems and the flight and engine instrument suite. This mod also installs safety equipment: Traffic Alert and Collision Avoidance System (TCAS) and Terrain Awareness and Warning System (TAWS). In addition, installation of new CNS/ATM capabilities will improve air traffic management by taking advantage of optimum air routes. Connectivity to mobility command and control capabilities will also be incorporated in the AMP design. In FY04 the C-5 modernization program was approved to use the Contractor Supported Weapon System (CSWS) support concept using Aircraft Procurement Air Force (APAF) production funding instead of APAF initial spares funding. Equipment Diminishing Manufacturing Source (DMS) obsolescence issues will be resolved to support continued production and installation of the AMP modification kits through completion of kit installs to the entire C-5 fleet. Equipment DMS issues will be resolved to support continued operations through studies, bridge buys, life of type buys, development and redesign efforts.

Kit Procurement	PRIOR	FY09	FY10	TOTAL
Active	35	0	0	35
Reserve	21	0	0	21
ANG	11	10	12	33
Install Schedule	**PRIOR**	**FY09**	**FY10**	**TOTAL**
Active	35	0	0	35
Reserve	4	13	0	17
ANG	11	1	12	24

Aircraft Breakdown: Active 35, Reserve 21, ANG 33, Total 89

Development Status

RDT&E supports engineering, Commercial Off-The-Shelf (COTS) identification and interfacing hardware design, software design, and data design. The Traffic Alert and Collision Avoidance System (TCAS) procurement effort was accelerated ahead of the AMP procurement due to DepSecDef direction and was completed 31 Oct 02. Development also includes two flight tested prototypes which began testing in 1st quarter FY03. The second block of developmental testing completed in Sep 03. The final software block and verification testing completed in Jun 05, and was followed by the completion of the Functional Configuration Audit/Physical Configuration Audit (FCA/PCA) in Aug 05. Operational testing completed in Jul 06. A portion of avionics capability required for modernization that was not complete at the end of AMP development will be captured and funded in RERP. All other avionics capability will be captured in a separate follow-on block upgrade program. AMP requirements have been expanded to incorporate updates to the avionics architecture, to include security enhancements to the Global Positioning System. Equipment Diminishing Manufacturing Source (DMS) obsolescence issues will be resolved to support continued production and installation of the AMP modification kits through completion of kit installs to the entire C-5 fleet. Equipment DMS issues will be resolved to support continued operations through studies, bridge buys, life of type buys, development and redesign eforts. Congressional plus-up provided funding for Inductive Thermography of $1.5M in FY08 and $2.4M in FY09.

Note:
- The induction date includes lead time for shipping of kit to installation site.
- The "Other" line contains funding for Item Unique Identification (IUID) costs, study/analysis efforts, and production shutdown costs.
- Change Orders cost include Diminishing Manufacturing Sources (DMS) costs for the identification, review, and monitoring of items with high DMS risk potential, classification of identified items according to criticality and expected obsolescence date, identification of alternatives for items having high DMS risks, and non-recurring engineering (NRE)/replacement costs for DMS components. Additionally, "Change Orders" include NRE/replacement costs for equipment updates designed to increase Reliability/Availability/Maintainablilty of components as identified during the fiscal year. Equipment DMS issues will be resolved to support continued operations through bridge buys, life-of-type buys, development, and redesign efforts.
- GFE line item includes Government Furnished Property (GFP).

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	2	400.773		4.219		3.933						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	68	180.945	10	31.048	12	37.291		0.000				
EQUIP NONREC												
CHANGE ORDERS		23.847		4.463		5.531						
DATA		7.468										
SIM/TRAINER												
SUPPORT-EQUIP		11.309										
GFE		14.660		1.866		1.598						
OTHER												
TCAS NRE	2	0.759										
TCAS INTG/INSTL	11	2.678										
ATD KITS	7	46.419	[2]	16.000	[1]	7.123						
CPT NRE												
ATD INTEGRATION	6	44.496	[1]	3.163	[1]	3.225						
CPT INTG/INSTL												
MAINT TRAINER	2	23.810										
TCAS	126	22.552										
INSTALLATION OF H	126	5.799										
OGC		25.673		2.786		1.400						
INITIAL SPARES		73.339		16.827								
OTHER		3.202		2.042								
ENHANCED SURVEILLANCE		23.770				2.555						
OMNIBUS												
INSTALLATION OF HARDWARE												
FY-03 8 KITS	8	7.027										
FY-04 18 KITS	18	10.885										
FY-05 19 KITS	19	16.865										
FY-06 9 KITS	4	3.954	[5]	6.124								
FY-07 4 KITS	1		[3]	3.872								
FY-08 10 KITS			[6]	6.710	[4]	4.628						
FY-09 10 KITS					[8]	9.256						
FY-10 12 KITS												
TOTAL INSTALL	50	38.731	14	16.706	12	13.884						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	68	549.457	10	94.901	12	72.607						
INSTALLATION QTY	50		14		12							

Fact Sheet: C-5 MN-6038 AVIONICS MODERNIZATION PROGRAM (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[2]	408.925
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							90	249.284
EQUIP NONREC								
CHANGE ORDERS								33.841
DATA								7.468
SIM/TRAINER								
SUPPORT-EQUIP								11.309
GFE								18.124
OTHER								
TCAS NRE							[2]	0.759
TCAS INTG/INSTL							[11]	2.678
ATD KITS							[10]	69.542
CPT NRE								
ATD INTEGRATION							[8]	50.884
CPT INTG/INSTL								
MAINT TRAINER							[2]	23.810
TCAS							[126]	22.552
INSTALLATION OF H							[126]	5.799
OGC								29.859
INITIAL SPARES								90.166
OTHER								5.244
ENHANCED SURVEILLANCE								26.325
OMNIBUS								
INSTALLATION OF HARDWARE								
FY-03 8 KITS							[8]	7.027
FY-04 18 KITS							[18]	10.885
FY-05 19 KITS							[19]	16.865
FY-06 9 KITS							[9]	10.078
FY-07 4 KITS							[4]	3.872
FY-08 10 KITS							[10]	11.338
FY-09 10 KITS							[8]	9.256
FY-10 12 KITS								
TOTAL INSTALL							76	69.321
TOTAL COST (BP-1100) (Totals may not add due to rounding)							90	716.965
INSTALLATION QTY							76	

Method of Implementation: CONTRACT FIELD TEAM

Fact Sheet: C-5 MN-6038 AVIONICS MODERNIZATION PROGRAM (Continued)

Initial Lead Time: 12 Months Follow-On Lead Time: 14 Months

Milestones

	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)								04/03	02/04	12/04	12/05	12/06	12/07	12/08	12/09
Delivery Date (Month/CY)								04/04	04/05	02/06	02/07	02/08	02/09	02/10	02/11

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input			1	1	1	1	3	2	3	3	3	2	4	4	3	3	4	4	2	6	3	3	4	4	2	4	2	4
Output					1	1	1	2	2	3	4	2	2	4	4	3	3	4	3	3	4	2	4	4	2	4	4	2

Description/Justification

The C-5 Reliability Enhancement and Re-Engining Program (RERP) is a comprehensive modernization effort that will improve aircraft reliability, maintainability, and availability. RERP will enable the C-5 to achieve wartime mission requirements by increasing fleet availability (mission capable rate, departure reliability). This effort centers around replacing the current TF39 engines with more reliable, Commercial Off-the-Shelf (COTS) CF6 turbofan engines with increased takeoff thrust and stage three noise compliance. These new engines increase payload capability and access to Communications, Navigation, Surveillance/Air Traffic Management (CNS/ATM) airspace. The modification also decreases aircraft time to climb, increases engine-out climb gradient for takeoff, improves transportation system throughput, and decreases engine removals. Additionally, numerous other system modifications will be performed to increase fleet availability. Increased costs led to a review of total program requirements. On 14 Feb 08, USD (AT&L) certified a restructured RERP to Congress. This restructured program reduced RERP scope to include only 49 production aircraft (47 C-5Bs and 2 C-5Cs). The AF was directed to fully fund RERP to the OSD Cost Analysis Improvement Group (CAIG) Independent Cost Estimate (ICE) of the restructured program. On March 14, 2008 USD AT&L conducted a successful Milestone C (MS C) Defense Acquisition Board (DAB). USD AT&L signed the Acquisition Program Baseline (APB) reflecting the N-M certification and the MS C approval on June 24, 2008. Equipment Diminishing Manufacturing Source (DMS) issues will be resolved to support continued operations through studies, bridge buys, life of type buys, development and redesign efforts.

Note: FY09 Congressional reduction based on FY07 unobligated balance.
Note: The C-5 RERP executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.
This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0401119F.

Projected Allocations By Component
(Subject to Total Force Mission Priorities and Aircraft Availability):

Kit Procurement (Qty)	PRIOR	FY09	FY10	Total
Active	1	3	5	9
Reserve	0	0	0	0

Projected Allocations By Component
(Subject to Total Force Mission Priorities and Aircraft Availability):

Installation (Qty)	PRIOR	FY09	FY10	Total
Active	0	1	3	4
Reserve	0	0	0	0

Aircraft Breakdown: Active 33, Reserve 16, ANG 0, Total 49

Development Status

Preliminary work began in FY00 and continued through FY01 to reduce risk by selection of major subcontract vendors, identification of reliability improvements, and completion of a system specification. The System Development and Demonstration (SDD) contract was awarded in the 1st quarter of FY02. Development includes flight test of three prototypes, one C-5A and 2 C-5Bs. RDT&E funded 3 test articles for installation and flight test. A portion of avionics capability not complete at the end of AMP has been incorporated into the RERP baseline. The three production representative C-5Ms developed in SDD are planned for entry into Qualification Operational Test and Evaluation (QOT&E) in Oct 2009 and is expected to complete in Jan 2010.

Advance Procurement (AP) is required due to the length of time it will take to procure some of the hardware items. The use of AP in BP11 was approved by Congress.

The "Other" line item in the Procurement (3010) Projected Financial Plan section represents Unique Identification (UID) costs.

"Change Orders" also include funding for Over and Above repairs of legacy aircraft components required to complete the C-5 RERP modification.

Development Status

"Interim Contractor Support (ICS)" and "Equipment" costs include Diminishing Manufacturing Source (DMS) costs for the identification, review, and monitoring of items with high DMS risk potential, classification of identified items according to criticality and expected obsolescence date, identification of alternatives for items having high DMS risks, and non-recurring engineering (NRE)/replacement costs for DMS components. Additionally, "ICS" and "Equipment" includes NRE/replacement costs for equipment updates designed to increase Reliability/Availability/Maintainability of components as identified during the fiscal year. Equipment DMS issues will be resolved to support continued operations through bridge buys, life-of-type buys, development, and redesign efforts.

Type I training costs are included under Interim Contractor Support (ICS).

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	3	1393.629		122.899		61.671						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	1	78.599	3	153.422	5	247.089		0.000				
EQUIP NONREC												
CHANGE ORDERS		6.149		22.206		25.260						
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		1.548		12.000		3.815						
GFE		6.312		13.272		16.526						
ICS				27.666		26.537						
ATD KITS												
INITIAL SPARES		54.419		8.012		48.193						
OGC		0.925		1.934		10.323						
TRAINING												
OTHER						0.053						
MAINT TRAINER												
FY09 OFFSET		8.988										
INSTALLATION OF HARDWARE												
FY-08 1 KITS			[1]	41.604								
FY-09 3 KITS					[3]	84.869						
FY-10 5 KITS												
TOTAL INSTALL			1	41.604	3	84.869						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	1	156.940	3	280.116	5	462.665						
INSTALLATION QTY			1		3							

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)							[3]	1578.199
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							9	479.110
EQUIP NONREC								
CHANGE ORDERS								53.615
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								17.363
GFE								36.110
ICS								54.203
ATD KITS								
INITIAL SPARES								110.624
OGC								13.182
TRAINING								
OTHER								0.053
MAINT TRAINER								
FY09 OFFSET								8.988
INSTALLATION OF HARDWARE								
FY-08 1 KITS							[1]	41.604
FY-09 3 KITS							[3]	84.869
FY-10 5 KITS								
TOTAL INSTALL							4	126.473
TOTAL COST (BP-1100) (Totals may not add due to rounding)							9	899.721
INSTALLATION QTY							4	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)									04/07	04/08	02/09	12/09
Delivery Date (Month/CY)									04/08	04/09	02/10	12/10

Installation Schedule

	FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05				FY-06		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												1		1	1	1
Output																1

Description/Justification

The Large Aircraft InfraRed CounterMeasure (LAIRCM) system provides a significantly improved defensive capability for the C-5 to counter the proliferating IR Man-Portable Air Defense System (MANPAD) missile threats. This system is fully automatic following power-up and consists of Group A aircraft modification kits and Group B equipment. The LAIRCM system [AN/AAQ-24(V)] consists of 5 Ultra-Violet (UV) Missile Warning Sensors (MWS), 2 (lite configuration) or 3 (full configuration) Guardian Laser Transmitter Assemblies (GLTA)/Small Laser Transmitter Assemblies (SLTA), a colorless eye-safe multiband laser, Control Indicator Unit (CIU), 2 repeaters, and a system processor to detect, track, and counter incoming Infrared (IR) missiles.

The change orders include Diminishing Manufacturing Sources (DMS) costs for the identification, review, and monitoring of items with high DMS risk potential, classification of identified items according to criticality, identification of alternatives for items having high DMS risks, and non-recurring engineering (NRE)/replacement cost for DMS components. Additionally, change orders include NRE/replacement costs for equipment updates to increase Reliability/Availability/Maintainability (RAM) of LAIRCM Group B LRU/SRU components as identified during the Fiscal Year.

NOTEs:
FY07 procured 5 A & B GLTA kits and 1 install.
FY07 GWOT procured 3 A & B GLTA kits and installs.
FY08 funds installation of 4 FY07 kits and support requirements.
FY09 procured 5 A & B GLTA kits.
FY09 OCO procured 7 A & B GLTA kits and installs.
FY10 funds installation of 5 FY09 kits and support requirements.
FY10 OCO procures 6 A & B GLTA kits and installs.
FY11 procures 1 A & B GLTA kit.
FY11 OCO procures 6 A & B GLTA kits and installs. $13.7M of FY11 OCO is for 2 installs in FY12 and 4 installs in FY13.
FY12 funds installation of 1 FY11 kit and support requirement.

LAIRCM is a "buy-to-budget" program. FYs '05 to '08 have been adjusted to reflect actuals. Long range plan is to fund/modify all C-5B/C/M aircraft with the LAIRCM system. 22 production C-5s are funded through FY15 (not including 1 RDT&E) and are planned for modification under the current budget profile. Above includes an additional 12 production aircraft in FY10 and FY11 Overseas Contingency Operation (OCO) requests, resulting in a total of 34 aircraft. Initially, LAIRCM modified C-5s (along with the RDT&E aircraft) will be fielded with two aft, side mounted GLTAs to accelerate fielding of this defensive system. Priority for installation is active duty and then AF Reserve Command.

The "Other" line item in the Procurement Projected Financial Plan section represents Item Unique Identification (IUID) costs and study analysis effort.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0401134F. One C-5 was modified with RDT&E funding.

FY2009 funding totals include $0.0M of appropriated supplemental "Bridge" funding and $67.9M for appropriated supplemental Overseas Contingency Operations funding.
FY2010 funding totals include $52.6M for Overseas Contingency Operations.
FY2011 funding totals include $73.4M for Overseas Contingency Operations.

"INSTALL KITS" indicates Group A procurement.
"EQUIPMENT" indicates Group B procurement
"INSTALLATION OF HARDWARE" and the "Installation Schedule" section are alligned with Group A installs.

Aircraft Breakdown: Active 34, Reserve 0, ANG 0, Total 34

Fact Sheet: C-5 MN-8629 LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM) (Continued)

Development Status

Development of C-5 B/C/M LAIRCM Guardian Laser Turret Assembly with ultra-violet MWS, processor, Control Interface Unit (CIU) Group B contract was awarded December 2005 (FY06) to Northrop Grumman. The Group A contract was awarded January 2006 to Lockheed Martin.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	26.896										
PROCUREMENT (3010)												
INSTALL KITS	8	7.919	12	12.741	6	6.925	7	1.503				
KITS NONRECUR												
EQUIPMENT	8	26.828	[12]	36.185	[6]	17.400	[7]	2.250				
EQUIP NONREC												
CHANGE ORDERS		6.533		16.881		12.224		0.114		0.055		
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.286		0.187		0.700						
INITIAL SPARES		6.782		16.599		6.900		0.771				
OTHER		0.090		0.080								
TRAINING				0.075								
ICS		0.996		2.917								
CONTRACTOR SUPPORT				0.000								
DEPOT STAND-UP				4.038		0.750						2.627
PROGRAM MNGMT		1.242		0.252				0.000				0.066
OGC		2.993		4.758		7.106		0.311		0.066		0.541
FY11 OCO Request							[6]	73.400				
INSTALLATION OF HARDWARE												
FY-07 8 KITS	2	16.193	[5]		[1]							
FY-09 12 KITS				14.622	[4]	11.615	[8]					
FY-10 6 KITS						13.000	[1]		[5]			
FY-11 7 KITS									[3]	3.092	[4]	
FY-14 1 KITS												
TOTAL INSTALL	2	16.193	5	14.622	5	24.615	9		8	3.092	4	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	8	69.862	12	109.335	6	76.620	7	78.349		3.213		3.234
INSTALLATION QTY	2		5		5		9		8		4	

Fact Sheet: C-5 MN-8629 LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[1]	26.896
PROCUREMENT (3010)								
INSTALL KITS	1	1.593					34	30.681
KITS NONRECUR								
EQUIPMENT	[1]	2.540					[34]	85.203
EQUIP NONREC								
CHANGE ORDERS		0.389		0.996				37.192
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								1.173
INITIAL SPARES		0.159						31.211
OTHER								0.170
TRAINING								0.075
ICS								3.913
CONTRACTOR SUPPORT								
DEPOT STAND-UP								7.415
PROGRAM MNGMT		0.107		0.109				1.776
OGC		0.563		1.068				17.406
FY11 OCO Request							[6]	73.400
INSTALLATION OF HARDWARE								
FY-07 8 KITS							[8]	16.193
FY-09 12 KITS							[12]	26.237
FY-10 6 KITS							[6]	13.000
FY-11 7 KITS							[7]	3.092
FY-14 1 KITS			[1]	3.278			[1]	3.278
TOTAL INSTALL			1	3.278			34	61.800
TOTAL COST (BP-1100) (Totals may not add due to rounding)	1	5.351		5.451			34	351.415
INSTALLATION QTY			1				34	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14
Contract Date (Month/CY)				01/07	01/08	01/09	01/10	01/11			01/14
Delivery Date (Month/CY)				01/08	01/09	01/10	01/11	01/12			01/15

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	1	0	1	0	2	1	2	1	0	2	2	2	3	2	2
Output																		1	0	1	0	2	2	2	0	0	3	2	2	2	2

	FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	2	2	2	2	2	2								1		
Output	2	3	2	2	2	2	1	0							1	

Description/Justification

There are several C-5 trainers whose operation no longer accurately reflect the electrical or mechanical functions of the system intended to be represented because it does not match current aircraft configuration. These maintenance trainers are designed to represent an actual stand-alone aircraft mechanical system as it exists on the C-5 aircraft. These trainer upgrades typically demonstrate normal, abnormal, degraded, manual, and emergency aircraft system operation.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

TBD

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	3	3.785	[1]	1.009								
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		3.785		1.009								

Fact Sheet: C-5 MN-8662 AETC MTD UPGRADES-FIELD TRAINING DETACHMENTS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[4]	4.794
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								4.794
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 12 Months Follow-On Lead Time: 0 Months

Milestones

	FY-02	FY-03
Contract Date (Month/CY)		01/03
Delivery Date (Month/CY)		01/04

Description/Justification

C-5 MADARS (Malfunction Detection Analysis and Recording System): MADARS DU, CU & MDR unsupportable due to parts obsolesence. Sustainment initiative replaces/integrates the DU, CU & MDR with a ruggedized laptop. Acft: C5A/B/C.

MADARS is an onboard system that monitors and records 800+ test points throughout the aircraft. MADARS III consists of a permanently mounted ruggedized workstation, communication controller, uninterruptible power supply, voltage regulator and graphical printout unit all of which operate with compatible Operational Flight Program (OFP) software.

Information is gathered and recorded to provide trending analysis and performance of specific line replaceable units (LRUs) to aid the flight engineer and maintenance personnel with troubleshooting in-flight and on-ground problems.

MADARS III consists of an integrated design that takes advantage of Commercial, Off-the-Shelf (COTS) hardware and software. Modification to include the fleet (60As, 50Bs, 2Cs) and training devices.

MADARS III installation in the trainers requires software and hardware integration, software development to interface with the new laptop, and courseware development.

Aircraft Breakdown: Active 37, Reserve 44, ANG 31, Total 112

Development Status

Funding needed for training devices to simulate the upgrade and integration in Aircrew Training Devices. This is a result of AMP.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	112	7.808										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	20	1.082	[4]	0.511								
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	112	8.890		0.511								
(Totals may not add due to rounding)												

Fact Sheet: C-5 MN-8763 MADARS III (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							112	7.808
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[24]	1.593
SUPPORT-EQUIP								
TOTAL COST (BP-1100)							112	9.401
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-01	FY-02	FY-03
Contract Date (Month/CY)			03/03
Delivery Date (Month/CY)			09/03

Description/Justification

Currently, there is an inability to fully use C-5 aircraft in US COCOM designated hostile regions due to their lack of a viable defensive capablity. Overall plan for this program is to install defensive systems on 37 C-5 aircraft (34 C-5A, 2 C-5C, & 1 C-5M). The AAR-47 & ALE-47 Defensive System suite consists of the AN/AAR-47 Missile Warning System (MWS) and AN/ALE-47 Countermeasures Dispensing System (CMDS). The system detects and counters infrared Man-Portable Air Defense Systems (MANPADSs) by detecting the heat emitted in the missile plume during the boost phase of the launch. This modification is applicable to the C-5A, C-5C and one C-5M aircraft, which are possessed by the active and reserve component forces. This program operates under a "buy to budget" profile. Program will periodically procure more Group A kits than Group B kits in order to obtain the most efficient use of resources to support the warfighter.

FY 2009 funding totals include $0.0M of appropriated supplemental "Bridge" funding, $14.4M of appropriated supplemental Overseas Contingency Operations funding.
FY 2010 funding totals include $4.8M requested for Overseas Contingency Operations to modify and support 3 aircraft in FY10.

Kit Procurement

	PRIOR	FY09	FY10	FY11	FY12	Total
Active	0	0	1	0	0	1
Reserve	1	2	15	0	0	18
ANG	0	0	10	0	0	10

Installation Schedule

	PRIOR	FY09	FY10	FY11	FY12	FY13	Total
Active	0	0	0	1	0	0	1
Reserve	1	1	4	5	6	1	18
ANG	0	0	0	2	2	6	10

Aircraft Breakdown: Active 3, Reserve 12, ANG 24, Total 39

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	10	7.936	8	6.361	3	2.457						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		0.375										
DATA		0.231										
SIM/TRAINER												
SUPPORT-EQUIP		2.029				0.202						
PMA		0.375		0.200		0.200						

Fact Sheet: C-5 MN-8869 Defensive System Installation (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SPARES					2.819								
INSTALLATION OF HARDWARE													
FY-07	2 KITS		1.480	[2]									
FY-08	8 KITS		4.874			[8]							
FY-09	8 KITS				5.020			[8]					
FY-10	3 KITS						1.941			[3]			
TOTAL INSTALL			6.354	2	5.020	8	1.941	8		3			
TOTAL COST (BP-1100) (Totals may not add due to rounding)		10	17.300	8	14.400	3	4.800						
INSTALLATION QTY				2		8		8		3			

Fact Sheet: C-5 MN-8869 Defensive System Installation (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							21	16.754
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								0.375
DATA								0.231
SIM/TRAINER								
SUPPORT-EQUIP								2.231
PMA								0.775
SPARES								2.819
INSTALLATION OF HARDWARE								
FY-07 2 KITS							[2]	1.480
FY-08 8 KITS							[8]	4.874
FY-09 8 KITS							[8]	5.020
FY-10 3 KITS							[3]	1.941
TOTAL INSTALL							21	13.315
TOTAL COST (BP-1100) (Totals may not add due to rounding)							21	36.500
INSTALLATION QTY							21	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months Follow-On Lead Time: 24 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)		01/07	01/08	01/09	01/10
Delivery Date (Month/CY)		01/09	01/10	01/11	01/12

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														2				2	3	3	4	4			3			
Output															2			2	2	4	5	3			3			

Description/Justification

The Avionics Modernization Program (AMP) and Reliability Enhancement & Re-engining Program (RERP) software and hardware baselines have diverged as a result of ongoing programmatic requirements. The result is that deficiencies have to be corrected in two separate configurations, which increases schedules, costs, and workload to complete. Having a common hardware and software baseline reduces cost and risk when inserting new functionalities and reduces repair cost due to the common configuration. The C-5 Fleet Block Upgrade requirement programs the necessary actions to achieve a common configuration for current aircraft and training systems programs (AMP/RERP/LAIRCM) and future activities. This modification allows for a structured means of grouping capabilities across a more common platform at a reduced cost. Long range plan is to fund/modify all C-5 A/B/C/M aircraft on a continual basis in order to maintain the common configuration.

This program operates under a "buy to budget" profile. This first budget profile pertains to C-5 A/C-models only and spares.

Program costs include Diminishing Manufacturing Source (DMS) costs for the identification, review, and monitoring of items with high DMS risk potential, classification of identified items according to criticality, expected obsolescence date, and expected replacement cost and identification of alternates for items having high DMS risks. Equipment DMS issues will be resolved to support continued operations through studies, bridge buys, life-of-type buys, development, and redesign efforts. Program costs also include the requirement to meet Unique Identification (UID) requirements.

This is a FY11 new start for procurement.

Kit Procurement	FY11	FY12	Total
Active	0	0	0
Reserve	14	0	14
ANG	23	0	23

Installation Schedule	FY11	FY12	Total
Active	0	0	0
Reserve	0	14	14
ANG	0	23	23

Aircraft Breakdown: Active 0, Reserve 14, ANG 23, Total 37

Development Status

RDT&E funds are included in PE 0401119F to support C-5 fleet software and hardware changes for the Block Upgrade Program.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						19.662		19.469				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							37	3.324				
EQUIP NONREC												

Fact Sheet: C-5 MN-8965 C-5 Fleet Blk Upgrade 01 (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
CHANGE ORDERS								1.500				
DATA								2.700				
SIM/TRAINER							[19]	2.000				
SUPPORT-EQUIP								1.500				
INITIAL SPARES								2.300				
TRAINING								0.375				
PMA								0.100				
MOD OF SPARES							[109]	2.973				
INSTALL KITS							[109]	1.200				
OGC								1.219				
INSTALLATION OF HARDWARE												
FY-11 37 KITS								2.069	[37]			
TOTAL INSTALL								2.069	37			
TOTAL COST (BP-1100)							37	21.260				
(Totals may not add due to rounding)												
INSTALLATION QTY									37			

Fact Sheet: C-5 MN-8965 C-5 Fleet Blk Upgrade 01 (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								39.131
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							37	3.324
EQUIP NONREC								
CHANGE ORDERS								1.500
DATA								2.700
SIM/TRAINER							[19]	2.000
SUPPORT-EQUIP								1.500
INITIAL SPARES								2.300
TRAINING								0.375
PMA								0.100
MOD OF SPARES							[109]	2.973
INSTALL KITS							[109]	1.200
OGC								1.219
INSTALLATION OF HARDWARE								
FY-11 37 KITS							[37]	2.069
TOTAL INSTALL							37	2.069
TOTAL COST (BP-1100) (Totals may not add due to rounding)							37	21.260
INSTALLATION QTY							37	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				01/11
Delivery Date (Month/CY)				01/12

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																		11	13	13
Output																		11	13	13

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance; to reduce logistics costs; and to implement fleet upgrades and enhancements to meet emerging requirements for C-5 aircraft and associated training systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A-3600 funds.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.313										
SIM/TRAINER	1	0.324										
SUPPORT-EQUIP		0.477										
OGC		3.286		0.300		0.089		0.858		0.953		0.969
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		4.400		0.300		0.089		0.858		0.953		0.969

Fact Sheet: C-5 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.313
SIM/TRAINER							[1]	0.324
SUPPORT-EQUIP								0.477
OGC		0.986		1.003				8.444
TOTAL COST (BP-1100)		0.986		1.003				9.558
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-91	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)										
Delivery Date (Month/CY)										

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-5 AMP				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$0.000	$0.000	$36.845	$0.000	$36.845	$0.000	$0.000	$0.000	$0.000

Prior to FY11, funds were budgeted in the C-5 Modifications line item.

Due to an inadvertent error the Air Force requests a technical adjustment transferring funds for the C-5 Avionics Modernization Program (AMP) and Reliability Enhancement &Re-engining Program (RERP) from P-1 Line No. 44 "C-5" to new P-1 Line No. 44.1 "C-5 AMP" and Line No. 44.2 "C-5 RERP". The following exhibits reflect the requested transferamounts.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	0.000	0.000	3.895	0.000	0.000	0.000	0.000
ANG	0.000	0.000	11.684	0.000	0.000	0.000	0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	6038	AVIONICS MODERNIZATI			36.8								36.8
TOTAL FOR CLASS P			0.0	0.0	36.8	0.0	36.8	0.0	0.0	0.0	0.0	0.0	36.8
TOTAL FOR WEAPON SYSTEM C-5 AMP			0.0	0.0	36.8	0.0	36.8	0.0	0.0	0.0	0.0	0.0	36.8

Totals may not add due to rounding. TOTAL PROG includes Prior Year and Cost To Go dollars.	P-1 SHOPP LIST ITEM NO. 44.1	PAGE NO. 1	

Description/Justification

The purpose of this modification is to implement Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM) [formerly Global Air Traffic Management (GATM)] and navigation safety capabilities. It redesigns the avionics components to replace unreliable Line Replacement Units (LRUs) in the autopilot/flight augmentation systems and the flight and engine instrument suite. This mod also installs safety equipment: Traffic Alert and Collision Avoidance System (TCAS) and Terrain Awareness and Warning System (TAWS). In addition, installation of new CNS/ATM capabilities will improve air traffic management by taking advantage of optimum air routes. Connectivity to mobility command and control capabilities will also be incorporated in the AMP design. In FY04 the C-5 modernization program was approved to use the Contractor Supported Weapon System (CSWS) support concept using Aircraft Procurement Air Force (APAF) production funding instead of APAF initial spares funding. Equipment Diminishing Manufacturing Source (DMS) obsolescence issues will be resolved to support continued production and installation of the AMP modification kits through completion of kit installs to the entire C-5 fleet. Equipment DMS issues will be resolved to support continued operations through studies, bridge buys, life of type buys, development and redesign efforts. The FY10 kit procurement contract was awarded prior to a decision to retire C-5As. Two AMP kits procured in FY10 are not funded for installation and will be dispositioned as spares.

Kit Procurement	PRIOR	FY11	TOTAL
Active	0	0	0
Reserve	0	0	0
ANG	0	0	0
Install Schedule	PRIOR	FY11	TOTAL
Active	0	0	0
Reserve	0	3	3
ANG	0	9	9

Aircraft Breakdown: Active 0, Reserve 3, ANG 9, Total 12

Development Status

RDT&E supports engineering, Commercial Off-The-Shelf (COTS) identification and interfacing hardware design, software design, and data design. The Traffic Alert and Collision Avoidance System (TCAS) procurement effort was accelerated ahead of the AMP procurement due to DepSecDef direction and was completed 31 Oct 02. Development also includes two flight tested prototypes which began testing in 1st quarter FY03. The second block of developmental testing completed in Sep 03. The final software block and verification testing completed in Jun 05, and was followed by the completion of the Functional Configuration Audit/Physical Configuration Audit (FCA/PCA) in Aug 05. Operational testing completed in Jul 06. A portion of avionics capability required for modernization that was not complete at the end of AMP development will be captured and funded in RERP. All other avionics capability will be captured in a separate follow-on block upgrade program. AMP requirements have been expanded to incorporate updates to the avionics architecture, to include security enhancements to the Global Positioning System. Equipment Diminishing Manufacturing Source (DMS) obsolescence issues will be resolved to support continued production and installation of the AMP modification kits through completion of kit installs to the entire C-5 fleet. Equipment DMS issues will be resolved to support continued operations through studies, bridge buys, life of type buys, development and redesign eforts. Congressional adds funded Inductive Thermography of $1.5M in FY08 and $2.4M in FY09.

NOTEs:
- The induction date includes lead time for shipping of kit to installation site.
- The "Other" line contains funding for study/analysis efforts, and $5M in FY11 to start production/installation line shutdown.
- Change Orders cost includes Diminishing Manufacturing Sources (DMS) costs for the identification, review, and monitoring of items with high DMS risk potential, classification of identified items according to criticality and expected obsolescence date, identification of alternatives for items having high DMS risks, and non-recurring engineering (NRE)/replacement costs for DMS components. Additionally, "Change Orders" include NRE/replacement costs for equipment updates designed to increase Reliability/Availability/Maintainablilty of components as identified during the fiscal year. Equipment DMS issues will be resolved to support continued operations through bridge buys, life-of-type buys, development, and redesign efforts.
- GFE line item includes Government Furnished Property (GFP).

Fact Sheet: C-5 AMP MN-6038 AVIONICS MODERNIZATION PROGRAM (Continued)

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								4.879				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS								4.147				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
GFE								1.696				
OTHER												
TCAS NRE												
TCAS INTG/INSTL												
ATD KITS							[1]	7.457				
CPT NRE												
ATD INTEGRATION												
CPT INTG/INSTL												
MAINT TRAINER												
TCAS												
INSTALLATION OF H												
OGC								1.695				
INITIAL SPARES												
OTHER								5.000				
ENHANCED SURVEILLANCE								1.272				
OMNIBUS												
INSTALLATION OF HARDWARE												
FY-09 0 KITS							[2]	2.596				
FY-10 0 KITS							[10]	12.982				
TOTAL INSTALL							12	15.578				
TOTAL COST (BP-1100)								36.845				
(Totals may not add due to rounding)												
INSTALLATION QTY							12					

Fact Sheet: C-5 AMP MN-6038 AVIONICS MODERNIZATION PROGRAM (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								4.879
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								4.147
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
GFE								1.696
OTHER								
TCAS NRE								
TCAS INTG/INSTL								
ATD KITS							[1]	7.457
CPT NRE								
ATD INTEGRATION								
CPT INTG/INSTL								
MAINT TRAINER								
TCAS								
INSTALLATION OF H								
OGC								1.695
INITIAL SPARES								
OTHER								5.000
ENHANCED SURVEILLANCE								1.272
OMNIBUS								
INSTALLATION OF HARDWARE								
FY-09 0 KITS							[2]	2.596
FY-10 0 KITS							[10]	12.982
TOTAL INSTALL							12	15.578
TOTAL COST (BP-1100) (Totals may not add due to rounding)								36.845
INSTALLATION QTY							12	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 14 Months

Milestones

	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				12/10
Delivery Date (Month/CY)				02/12

Fact Sheet: C-5 AMP MN-6038 AVIONICS MODERNIZATION PROGRAM (Continued)

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													2	3	3	4				
Output													4	2	4	3	3	3	1	

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-5 RERP				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$0.000	$0.000	$676.457	$0.000	$676.457	$950.459	$1,045.637	$1,136.369	$324.852

Prior to FY11, funds were budgeted in the C-5 Modifications line item.

Due to an inadvertent error the Air Force requests a technical adjustment transferring funds for the C-5 Avionics Modernization Program (AMP) and Reliability Enhancement &Re-engining Program (RERP) from P-1 Line No. 44 "C-5" to new P-1 Line No. 44.1 "C-5 AMP" and Line No. 44.2 "C-5 RERP". The following exhibits reflect the requested transferamounts.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	0.000	0.000	0.000	79.682	256.803	700.696	224.278
ANG	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	6154	C-5 RELIABILITY ENHANC			676.5			950.5	1,045.6	1,136.4	324.9		4,133.8
TOTAL FOR CLASS P			0.0	0.0	676.5	0.0	676.5	950.5	1045.6	1136.4	324.9	0.0	4133.8
TOTAL FOR WEAPON SYSTEM C-5 RERP			0.0	0.0	676.5	0.0	676.5	950.5	1045.6	1136.4	324.9	0.0	4133.8

Totals may not add due to rounding. TOTAL PROG includes Prior Year and Cost To Go dollars.	P-1 SHOPP LIST ITEM NO. 44.2	PAGE NO. 1	

Description/Justification

C-5 Reliability Enhancement and Re-engining Program (RERP) is a comprehensive modernization effort to improve aircraft reliability, maintainability, and availability. RERP will enable the C-5 to achieve wartime mission requirements by increasing fleet availability (mission capable rate, departure reliability). This effort centers around replacing the current TF39 engines with more reliable, Commercial Off-the-Shelf CF6 turbofan engines with increased take-off thrust and stage three noise compliance. The new engines increase payload capability and access to Communications, Navigation, Surveillance/Air Traffic Management (CNS/ATM) airspace. The modification also decreases aircraft time to climb, increases engine-out climb gradient for takeoff, improves transportation system throughput, and decreases engine removals. Additionally, numerous other system modifications will be performed to increase fleet availability. Increased costs led to a review of total program requirements. On 14 Feb 08, USD (AT&L) certified a restructured RERP to Congress. This restructured program reduced RERP scope to include only 49 production aircraft (47 C-5Bs and 2 C-5Cs). The AF was directed to fully fund RERP to the OSD Cost Analysis Improvement Group (CAIG) Independent Cost Estimate (ICE). On March 14, 2008 USD AT&L conducted a successful Milestone C (MS C) Defense Acquisition Board (DAB). USD AT&L signed the Acquisition Program Baseline (APB) reflecting the N-M certification and the MS C approval on June 24, 2008. Equipment Diminishing Manufacturing Sources (DMS) issues will be resolved to support continued operations through studies, bridge buys, life-of-type buys, development and redesign efforts.

NOTEs:
FY09 Congressional reduction based on FY07 unobligated balance applied to FY09. Use FY07 and FY09 funding when determining unit costs.

Lead times (12mths) are based on the contract option for material/fabrication procurement and delivery. The advance procurement for long lead items has a lead time of 24 months.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0401119F.

Projected allocations by component (Subject to Total Force mission priorities and aircraft availability):

Kit Procurement (Qty)	PRIOR	FY11	FY12	FY13	FY14	FY15	Total
Active	0	7	11	6	0	0	24
Reserve	0	0	0	5	11	0	16

Projected allocations by component (Subject to Total Force mission priorities and aircraft availability):

Installation (Qty)	PRIOR	FY11	FY12	FY13	FY14	FY15	Total
Active	0	5	7	11	6	0	29
Reserve	0	0	0	0	5	11	16

Aircraft Breakdown: Active 24, Reserve 16, ANG 0, Total 40

Development Status

Preliminary work began in FY00 and continued through FY01 to reduce risk by selection of major subcontract vendors, identification of reliability improvements, and completion of a system specification. The System Development and Demonstration (SDD) contract was awarded in the 1st quarter of FY02. Development includes flight test of three prototypes, one C-5A and 2 C-5Bs. A portion of avionics capability, not complete at the end of AMP, has been incorporated into the RERP baseline. The three production representative C-5Ms developed in SDD completed Qualification Operational Test and Evaluation (QOT&E) on 11 Jan 10.

Advance Procurement (AP) is required due to the length of time it will take to procure some of the hardware items. The use of AP in BP11 was approved by Congress.

The "Other" line item in the Procurement (3010) Projected Financial Plan section represents Unique Identification (UID) costs.

FY15 "Equipment" includes funding for Systems Engineering and Program Management prime contractor support required to accomplish the C-5 RERP modification.

Development Status

"Change Orders" also include funding for over-and-above repairs of legacy aircraft components required to complete the C-5 RERP modification.

"Interim Contractor Support (ICS)" and "Equipment" costs include Diminishing Manufacturing Source (DMS) costs for the identification, review, and monitoring of items with high DMS risk potential, classification of identified items according to criticality and expected obsolescence date, identification of alternatives for items having high DMS risks, and non-recurring engineering (NRE)/replacement costs for DMS components. Additionally, "ICS" and "Equipment" includes NRE/replacement costs for equipment updates designed to increase Reliability/Availability/Maintainability of components as identified during the fiscal year. Equipment DMS issues will be resolved to support continued operations through bridge buys, life-of-type buys, development, and redesign efforts.

Type I training costs are included under Interim Contractor Support (ICS).

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								34.654		15.118		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							7	347.311	11	538.871	11	564.966
EQUIP NONREC												
CHANGE ORDERS								31.519		70.577		94.175
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								9.826		13.877		7.008
GFE								27.100		32.388		33.818
ICS								26.951		12.289		0.369
ATD KITS									[2]	10.230	[1]	5.202
INITIAL SPARES								104.723		116.175		117.186
OGC								10.815		18.430		19.114
TRAINING												
OTHER								0.068		0.099		0.101
MAINT TRAINER												
FY09 OFFSET												
INSTALLATION OF HARDWARE												
FY-10 0 KITS							[5]	118.144				
FY-11 7 KITS									[7]	137.523		
FY-12 11 KITS											[11]	203.698
FY-13 11 KITS												
FY-14 11 KITS												
TOTAL INSTALL							5	118.144	7	137.523	11	203.698
TOTAL COST (BP-1100)							7	676.457	11	950.459	11	1045.637
(Totals may not add due to rounding)												
INSTALLATION QTY							5		7		11	

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						0.000		49.772
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	11	574.744		31.999			40	2057.891
EQUIP NONREC								
CHANGE ORDERS		103.949		59.611				359.831
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								30.711
GFE		27.744		2.488				123.538
ICS								39.609
ATD KITS							[3]	15.432
INITIAL SPARES		131.774						469.858
OGC		20.961		6.476				75.796
TRAINING								
OTHER		0.103						0.371
MAINT TRAINER								
FY09 OFFSET								
INSTALLATION OF HARDWARE								
FY-10 0 KITS							[5]	118.144
FY-11 7 KITS							[7]	137.523
FY-12 11 KITS							[11]	203.698
FY-13 11 KITS	[11]	277.094					[11]	277.094
FY-14 11 KITS			[11]	224.278			[11]	224.278
TOTAL INSTALL	11	277.094	11	224.278			45	960.737
TOTAL COST (BP-1100) (Totals may not add due to rounding)	11	1136.369		324.852			40	4133.774
INSTALLATION QTY	11		11				45	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)				10/10	10/11	10/12	10/13	10/14
Delivery Date (Month/CY)				10/11	10/12	10/13	10/14	10/15

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														2	1	2	1	2	2	2	2	3	3	3	2	3	3	3	2	3	3	3
Output														1	1	1	1	1	2	1	2	2	2	3	2	3	3	3	2	3	3	3

	FY-16			
Quarter	1	2	3	4
Input				
Output	3	3	3	

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Exhibit P-40, Budget Item Justification	Date: February 2010
Appropriation (Treasury) Code/CC/BA/BSA/Item Control Number **Aircraft Procurement, Air Force, Budget Activity 05, Modification of Inservice Aircraft, Item No. 45**	P-1 Line Item Nomenclature **C-5 RERP Advance Procurement**

Program Element for Code B Items:		N/A			Other Related Program Elements:								
	ID Code	Prior Years	FY 2009	FY 2010	FY 2011	FY 2011 OCO	Total FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	To Comp	Total
Proc Qty	A												
Cost ($ M)							0.000						0.000
Advance Proc Cost ($ M)		105.532	50.762	108.300	166.900		166.900	175.300	175.800			0.000	782.594
Weapon System Cost ($ M)		105.532	50.762	108.300	166.900	0.000	166.900	175.300	175.800	0.000	0.000	0.000	782.594
Initial Spares ($ M)							0.000						0.000
Total Proc Cost ($ M)		105.532	50.762	108.300	166.900	0.000	166.900	175.300	175.800	0.000	0.000	0.000	782.594
Flyaway Unit Cost ($ M)							0.000						
Wpn Sys Unit Cost ($ M)							0.000						

Description

The FY11 budget reflects the planned advance procurement (AP) of components to support the C-5 RERP modification effort. The budget fully funds each year's modification effort. The AP quantity profile for FY11 is 11 aircraft. The AP funds will be used to procure long-lead components. Installation and associated costs for AP items are identified in mod 6154 (Page 315).

Due to an inadvertent error the Air Force requests a technical adjustment transferring funds for the C-5 Avionics Modernization Program (AMP) and Reliability Enhancement & Re-engining Program (RERP) from P-1 Line No. 44 "C-5" to new P-1 Line No. 44.1 "C-5 AMP" and Line No. 44.2 "C-5 RERP". The following exhibits reflect the requested transferamounts.

Projected Allocations By Component (Subject to Total Force Mission Priorities and Aircraft Availability):

Advanced Procurement (Qty)	PRIOR	FY09	FY10	FY11	FY12	FY13	FY14	FY15	Total
Active	4	5	7	11	6	0	0	0	33
Reserve	0	0	0	0	5	11	0	0	16
ANG	0	0	0	0	0	0	0	0	0

FY 2011 Program Justification

This is the Advance Procurement exhibit for the C-5 Reliability Enhancement and Re-engining Program (RERP). See Mod 6154 for complete description/justification.

Exhibit P-10 p.1, Advance Procurement Requirements Analysis (Page 1 - Funding)	Date: February 2010
Appropriation (Treasury) Code/CC/BA/BSA/Item Control Number **Aircraft Procurement, Air Force, Budget Activity 05, Modification of Inservice Aircraft, Item No. 45**	P-1 Line Item Nomenclature **C-5 RERP Advance Procurement**

Weapon System	First System Award Date	First System Completion Date
C5RERP AP	Apr-08	

($ in Millions)

Description	PLT	When Rqd	Prior Years	FY 2009	FY 2010	FY 2011	FY 2011 OCO	FY 2012	FY 2013	FY 2014	FY 2015	To Comp	Total
End Item Qty													
CFE			105.532	50.762	108.300	166.900		175.300	175.800				782.594
GFE													0.000
EOQ													0.000
Design													0.000
Term Liability													0.000
													0.000
TOTAL AP			105.532	50.762	108.300	166.900	0.000	175.300	175.800	0.000	0.000	0.000	782.594

Description

The FY11 budget reflects the planned advance procurement (AP) of components to support the C-5 RERP modification effort. The budget fully funds each year's modification effort. The AP quantity profile for FY11 is 11 aircraft. The AP funds will be used to procure long-lead components. Installation and associated costs for AP items are identified in mod 6154.

Exhibit P-10 p.2, Advance Procurement Requirements Analysis (Page 2 - Budget Justification)	Date: February 2010
Appropriation (Treasury) Code/CC/BA/BSA/Item Control Number **Aircraft Procurement, Air Force, Budget Activity 05, Modification of Inservice Aircraft, Item No. 45**	P-1 Line Item Nomenclature **C-5 RERP Advance Procurement**

Weapon System

C5RERP_AP

(TOA, $ in Millions)

Description	PLT	QPA	Unit Cost	2009 QTY	2009 Contract Forecast Date	2009 Total Cost Request	2010 QTY	2010 Contract Forecast Date	2010 Total Cost Request	FY 2011 QTY	FY 2011 Contract Forecast Date	FY 2011 Total Cost Request
End Item												
CFE				5	Feb-09	50.762	7	Feb-10	108.300	11	Feb-11	166.900
GFE												
EOQ												
Design												
Term Liability												
TOTAL AP						50.762			108.300			166.900

Description

The FY11 budget reflects the planned advance procurement (AP) of components to support the C-5 RERP modification effort. The budget fully funds each year's modification effort. The AP quantity profile for FY11 is 11 aircraft . The AP funds will be used to procure long-lead components. Installation and associated costs for AP items are identified in mod 6154.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-9				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$0.000	$0.010	$0.010	$0.000	$0.010	$0.010	$0.000	$0.000	$0.000

This line item funds low-cost modifications and service bulletins for the C-9 aircraft, commercial equivalent to the DC-9. The C-9 aircraft is a twin-turbofan engine aircraft used for cargo and passenger airlift over medium ranges (2,000 miles). The overall goal of C-9 modifications in FY10 is to fund service bulletins necessary for FAA certification while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	0.0	0.0	0.0			0.0					0.0
	99999X	LOW COST MODIFICATIO	0.0	0.0	0.0			0.0					0.0
TOTAL FOR CLASS P			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL FOR WEAPON SYSTEM C-9			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

Description/Justification

There are 3 reserve C-9Cs located at Scott AFB, IL. The C-9C is an FAA-certified aircraft. Service bulletins affect safety, product improvement, maintenance and reliability and are necessary to comply with and maintain FAA certification and compliance. These funds are programmed in the event the FAA issues a Service Bulletin, which then must be complied with.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AWAITING BTR												
AF W/H												
SERVICE BLTN				0.000		0.005		0.005		0.005		
TOTAL COST (BP-1100)						0.005		0.005		0.005		
(Totals may not add due to rounding)												

Fact Sheet: C-9 MN-99999S SERVICE BULLETINS (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AWAITING BTR								
AF W/H								
SERVICE BLTN								0.015
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								0.015

Method of Implementation: ORG/INTERMEDIATE
Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

There are 3 reserve C-9Cs located at Scott AFB, IL. Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the aircraft and associated training systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT				0.000		0.005		0.005		0.005		
TOTAL COST (BP-1100)						0.005		0.005		0.005		
(Totals may not add due to rounding)												

Fact Sheet: C-9 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								0.015
TOTAL COST (BP-1100)								0.015
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-17				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$332.417	$471.932	$351.614	$224.450	$576.064	$255.555	$341.966	$383.903	$485.685

FY2009 funding totals include $17M of appropriated supplemental "Bridge" funding and $2.1702Mof appropriated supplemental Overseas Contingency Operations funding.
FY2010 funding totals include $120.725M appropriated for Overseas Contingency Operations.

This line item funds modifications to the C-17 aircraft. The four engine C-17 is the only aircraft capable of routine delivery of outsize cargo (tanks, helicopters, etc.) to short, austere airfields. The aircraft can carry up to 102 troops, 36 litter patients, or 18 standard 463-L pallets. The primary modifications in FY10 are the Block 13 to 17 Retrofit and Large Aircraft Infrared Counter Measures (LAIRCM). The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	0.199	0.485	0.458	17.323	30.662	19.050	19.895
ANG	0.199	0.485	0.458	17.323	30.662	19.050	19.895

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	_1155	RNP - RNAV/VNAV Capabil							0.5	0.9	1.3	6.9	9.6
	_1463	Advanced Situational Aware								2.0	13.0	122.6	137.6
	_2000	Pylon Stub FFLZ, FF, Transl	3.4	16.2	21.2			23.2	7.7	15.4	0.5	2.7	106.0
	_2590	ELT Frequency Change		3.2	2.0			2.0	2.0	0.5			9.8
	_2633	MFOQA			2.5			2.9	2.7	2.7			10.8
	_2703	IFF GATM Enhanced Mode	4.5										5.0
	_2901	Next Gen CNS/ATM System							1.0	1.0	2.3	153.1	157.5
	_3080	Replacement Heads Up Dis								0.7	23.0	161.6	185.3
	_359	C-17 Sim Threat Generator	4.3	3.2	3.3			1.2					12.0
	_4716	Block 19						2.5	4.5	23.0	35.0	124.9	189.9

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 47	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-17				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$332.417	$471.932	$351.614	$224.450	$576.064	$255.555	$341.966	$383.903	$485.685

FY2009 funding totals include $17M of appropriated supplemental "Bridge" funding and $2.1702Mof appropriated supplemental Overseas Contingency Operations funding.
FY2010 funding totals include $120.725M appropriated for Overseas Contingency Operations.

This line item funds modifications to the C-17 aircraft. The four engine C-17 is the only aircraft capable of routine delivery of outsize cargo (tanks, helicopters, etc.) to short, austere airfields. The aircraft can carry up to 102 troops, 36 litter patients, or 18 standard 463-L pallets. The primary modifications in FY10 are the Block 13 to 17 Retrofit and Large Aircraft Infrared Counter Measures (LAIRCM). The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	0.199	0.485	0.458	17.323	30.662	19.050	19.895
ANG	0.199	0.485	0.458	17.323	30.662	19.050	19.895

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	_8962	Block 13 to 17 Retrofit	170.0	102.0	182.3			107.5	92.0	61.9	86.2	226.1	1,292.7
	6402	OBIGGS II	20.8	26.9	29.5			22.6	15.6	37.9	38.9	316.3	555.6
	6412	EXTENDED RANGE RETR	29.9	50.5	49.4			46.7	41.0	57.9	102.4	1,057.9	1,541.0
	8629	LARGE AIRCRAFT INFRA	94.5	267.9	59.4	224.4	283.9	45.0	174.8	177.9	181.1		1,955.7
	99999X	LOW COST MODIFICATIO	2.0	2.0	2.0			2.0		2.0	2.0	6.0	18.0
	Z88888	ADJUSTMENTS	3.0	0.0									
TOTAL FOR CLASS P			332.4	471.9	351.6	224.4	576.0	255.6	342.0	383.9	485.7	2178.2	6186.5
TOTAL FOR WEAPON SYSTEM C-17			332.4	471.9	351.6	224.4	576.0	255.6	342.0	383.9	485.7	2178.2	6186.5

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 47	PAGE NO. 2	

Description/Justification

This project retrofits T-1 and P-1 through P-131 for multiple actions to the pylon stub, fixed fairing, translating fairing, and wing leading edge. The retrofit program consists of seven separate projects done concurrently to save labor hours and to reduce cost and schedule risk.

The first project is correction of the Flammable Fluid Leakage Zone (FFLZ) areas of the pylon stub, fixed and translating fairings, and the wing leading edge. Drainage and ventilation improvements to these FFLZ areas must be accomplished in order to resolve Crisis Management Team (CMT) and safety issues. Development and production cut-in at P-103 of the FFLZ fixes was done under NC039630 using Boeing sustaining funds as a result of multiple waivers. Since retrofit of the FFLZ fixes requires removal and disassembly of the fixed and translating fairings, significant synergy and a major reduction in risk is achieved by combining retrofit projects.

The second project is the retrofit of a new titanium fixed fairing designed to resolve maintenance and dropped object issues. High temperatures and acoustic loads have led to significant problems with the existing aluminum design. Development of the fixed fairing was done under CCP-441 using Material Improvement Program (MIP) Implementation funds, and production cut-in at P-132 was done under CCP-484 using Production funds from this project plan.

The third project is incorporation of the new translating fairing slider bearings. Development and production cut-in at P-74 of the bearings was accomplished under CCP-357 and 359 respectively using MIP Implementation funds. The two forward slider bearings were previously retrofit, while this project completes the retrofit by correcting the aft slider bearing.

The fourth project in the retrofit program is replacement of translating fairing rivets, which have also led to multiple dropped object incidents. The new rivets were cut-in at P-102 under NC044304 using Boeing sustaining funds. The original concept for retrofit was to rework existing fairings. However, a trade study revealed that reworked fairings cost 86% of the cost of new fairings. So, rivet replacement will be accomplished indirectly by purchasing new translating fairings instead of reworking existing fairings.

Three minor additional changes (FC057675 - Fixed Fairing Seal, MC059853 - Fairing Assy Lower-pylon Wing, and NC060372 - Translating Wing Stub Fairing Assy) were included to remain compatible with the current production configuration. The retrofit configuration is the current (Mar 08) production configuration.

The C-17 budget includes funds for the procurement of Diminishing Manufacturing Sources (DMS).

Aircraft Breakdown: Active 132, Reserve 0, ANG 0, Total 132

Development Status

Development is complete

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	30	14.200			29	15.760	28	15.213	29	17.000	2	1.500
KITS NONRECUR		1.500										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												

Fact Sheet: C-17 MN-_2000 Pylon Stub FFLZ, FF, Translating Fairing (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SIM/TRAINER												
SUPPORT-EQUIP												
CHANGE ORDERS				3.421								
INSTALLATION OF HARDWARE												
FY-07 30 KITS					[1]	0.400	[26]	6.000	[3]	0.640		
FY-10 29 KITS									[26]	5.560	[3]	0.620
FY-11 28 KITS											[27]	5.580
FY-12 29 KITS												
FY-13 2 KITS												
FY-14 14 KITS												
TOTAL INSTALL					1	0.400	26	6.000	29	6.200	30	6.200
TOTAL COST (BP-1100) (Totals may not add due to rounding)	30	15.700		3.421	29	16.160	28	21.213	29	23.200	2	7.700
INSTALLATION QTY					6		27		30		30	

Fact Sheet: C-17 MN-_2000 Pylon Stub FFLZ, FF, Translating Fairing (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	14	9.300					132	72.973
KITS NONRECUR								1.500
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
CHANGE ORDERS								3.421
INSTALLATION OF HARDWARE								
FY-07 30 KITS							[30]	7.040
FY-10 29 KITS							[29]	6.180
FY-11 28 KITS	[1]	0.200					[28]	5.780
FY-12 29 KITS	[29]	5.900					[29]	5.900
FY-13 2 KITS			[2]	0.500			[2]	0.500
FY-14 14 KITS					[14]	2.700	[14]	2.700
TOTAL INSTALL	30	6.100	2	0.500	14	2.700	132	28.100
TOTAL COST (BP-1100) (Totals may not add due to rounding)	14	15.400		0.500		2.700	132	105.994
INSTALLATION QTY	23		2		14		132	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months Follow-On Lead Time: 24 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14
Contract Date (Month/CY)		02/08			12/09	12/10	12/11	12/12	12/13
Delivery Date (Month/CY)		02/10			12/11	12/12	12/13	12/14	12/15

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	1		5	7	7	7	6	7	8	8	7	7	7	9	7	
Output																		1		5	7	7	7	6	7	8	8	7	7	7	9	

	FY-14				FY-15				FY-16				FY-17			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	7	7	9			1	1			6	6	2				
Output	7	7	7	9			1	1			6	6	2			

Description/Justification

The C-17 Emergency Locator Transmitter (ELT) currently transmits at 121.5 and 243.0 MHz for search and rescue missions. Starting Feb 2009, the Search and Rescue Satellite (SARSAT) system ceased monitoring the 121.5 MHz frequency for satellite search and rescue missions. Search and Rescue forces will continue to monitor 121.5 and/or 243.0 as a line-of-sight capability. SARSAT (satellite) will begin to monitor a new frequency of 406 MHz. This will significantly decrease response time and reduce false alarms.

The existing C-17 121.5/243 MHz ELT system will be replaced with a new system which will include a new 121.5/243.0/406 MHz ELT transmitter, replaceable battery pack, mounting bracket, remote switch, antenna, coax cables and various installation hardware.

The C-17 budget includes funds for the procurement of Diminishing Manufacturing Sources (DMS).

ELT Frequency
Projected Allocations By Component (subject to Total Force mission priorities and aircraft availabilty):

Kit Procurement	Prior	FY09	FY10	FY11	FY12	FY13	FY14	To Comp	Total
Active	0	0	23	55	64	52	0	0	194
Reserve	0	0	5	4	0	0	0	0	9
ANG	0	0	5	4	0	0	0	0	9
									212

Installation Schedule									
Active	0	0	0	53	55	64	22	0	194
Reserve	0	0	0	5	4	0	0	0	9
ANG	0	0	0	5	4	0	0	0	9
									212

Aircraft Breakdown: Active 194, Reserve 9, ANG 9, Total 212

Development Status

Currently under development

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					33	0.311	63	0.617	64	0.652	52	0.564
KITS NONRECUR						0.812						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												

Fact Sheet: C-17 MN-_2590 ELT Frequency Change (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SUPPORT-EQUIP							2.080						
INSTALLATION OF HARDWARE													
FY-10	33 KITS							[33]	0.704				
FY-11	63 KITS							[30]	0.639	[33]	0.732		
FY-12	64 KITS									[30]	0.665	[34]	0.784
FY-13	52 KITS											[30]	0.691
TOTAL INSTALL								63	1.343	63	1.397	64	1.475
TOTAL COST (BP-1100) (Totals may not add due to rounding)						33	3.203	63	1.960	64	2.049	52	2.039
INSTALLATION QTY								48		63		63	

Fact Sheet: C-17 MN-_2590 ELT Frequency Change (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							212	2.144
KITS NONRECUR								0.812
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								2.080
INSTALLATION OF HARDWARE								
FY-10 33 KITS							[33]	0.704
FY-11 63 KITS							[63]	1.371
FY-12 64 KITS							[64]	1.449
FY-13 52 KITS	[22]	0.528					[52]	1.219
TOTAL INSTALL	22	0.528					212	4.743
TOTAL COST (BP-1100) (Totals may not add due to rounding)		0.528					212	9.779
INSTALLATION QTY	38						212	

Method of Implementation: COMBINATION

Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14
Contract Date (Month/CY)			01/10	01/11	01/12	01/13	01/14
Delivery Date (Month/CY)			07/10	07/11	07/12	07/13	07/14

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													16	16	16	15	16	16	16	15	16	16	16	16	14	8		
Output														16	16	16	15	16	16	16	15	16	16	16	16	14	8	

Description/Justification

The overall goal of the Military Flight Operations Quality Assurance (MFOQA) effort is to collect and record a number of C-17 flight parameters and quickly retrieve and analyze them for operational safety trends. Minimal impact to the existing C-17 configuration and ease and speed of data retrieval are objectives of this effort. Crash survivability of the memory is not a requirement. Redundancy to maintain operation in the event of an in-flight failure is not a requirement.

Mod funding allocated in FY08-FY10 from the Safety Center (PE 901212F) will provide modification kits to the C-17 to improve its data collection systems. FY11-14 C-17 funds will be used for installs. These upgrades will be software upgrades as well as hardware updates to the Data Acquisition System.

204 kits were procured with Safety Center (119992) funds.

The C-17 budget includes funds for the procurement of Diminishing Manufacturing Sources (DMS).

MFOQA
Projected Allocations By Component (subject to Total Force mission priorities and aircraft availabilty):

Kit Procurement	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	0	0	0	0	0	0	0	0	0	0
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	0	0
										0

Installation Schedule										
Active	0	0	0	30	47	55	54	0	0	186
Reserve	0	0	0	5	4	0	0	0	0	9
ANG	0	0	0	5	4	0	0	0	0	9
										204

Aircraft Breakdown: Active 186, Reserve 9, ANG 9, Total 204

Development Status

Development complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												

Fact Sheet: C-17 MN-_2633 MFOQA (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-11 0 KITS							[40]	2.499				
FY-12 0 KITS									[55]	2.866		
FY-13 0 KITS											[55]	2.726
FY-14 0 KITS												
TOTAL INSTALL							40	2.499	55	2.866	55	2.726
TOTAL COST (BP-1100) (Totals may not add due to rounding)								2.499		2.866		2.726
INSTALLATION QTY							30		52		55	

Fact Sheet: C-17 MN-_2633 MFOQA (Continued)

(Continued)

		FY-14		FY-15		TO COMP		TOTAL	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
INSTALLATION OF HARDWARE									
FY-11	0 KITS							[40]	2.499
FY-12	0 KITS							[55]	2.866
FY-13	0 KITS							[55]	2.726
FY-14	0 KITS	[54]	2.668					[54]	2.668
TOTAL INSTALL		54	2.668					204	10.759
TOTAL COST (BP-1100) (Totals may not add due to rounding)			2.668						10.759
INSTALLATION QTY		54						204	

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													10	10	10	10	14	14	14	13	14	14	14	13	14	14	13	13				
Output														10	10	10	10	14	14	14	13	14	14	14	13	14	14	13	13			

Description/Justification

This project will equip C-17 aircraft with an upgraded Identification Friend or Foe (IFF) system that will meet future military and civil transponder-reporting requirements. The planned approach is to upgrade the current APX-119 to provide the Enhanced Surveillance (EHS) capability. The current APX-119 provides an Elementary Mode S capability. The program will then integrate the full capabilities of the Digital IFF onto the C-17 and provide the EHS capabilities. The Enhanced Mode S capability is planned to be achieved through a software change.

This upgraded IFF system is required to meet a Mode S civil requirement documented in a Capstone Requirement Document (CRD), to allow future utilization of optimal civil airspace worldwide.

The Air Force and Boeing are also examining the feasibility of incorporating other outstanding avionics deficiency reports (ADRs) & Product Improvement Change Requests (PICRs) into the Mode S software build to benefit from the cost and schedule efficiencies of qualifying multiple software capabilities at the same time. Any ADRs or PICRs that may be chosen will not effect the overall Enhanced Mode S capability or program schedule.

The non-recurring software requirement in FY08 is for updates to engineering drawings and Time Compliant Technical Orders (TCTO). The software was loaded on the aircraft from Feb - Jun 09. Cost for the upload of the new software is accounted for in the "Software" line.

The C-17 budget includes funds for the procurement of Diminishing Manufacturing Sources (DMS).

IFF GATM MODE S
Projected Allocations By Component (subject to Total Force mission priorities and aircraft availabilty):

Kit Procurement	Prior	FY09	Total
Active	0	0	0
Reserve	0	0	0
ANG	0	0	0

Installation Schedule			
Active	0	186	186
Reserve	0	9	9
ANG	0	9	9
			204

Aircraft Breakdown: Active 186, Reserve 9, ANG 9, Total 204

Development Status

Development complete

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												

Fact Sheet: C-17 MN-_2703 IFF GATM Enhanced Mode S (Continued)

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SOFTWARE NONREC		0.537										
INSTALL			[204]	4.500								
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.537		4.500								
INSTALLATION QTY			204									

Fact Sheet: C-17 MN-_2703 IFF GATM Enhanced Mode S (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SOFTWARE NONREC								0.537
INSTALL							[204]	4.500
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								5.037
INSTALLATION QTY							204	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09
Contract Date (Month/CY)		01/08	01/09
Delivery Date (Month/CY)		01/09	01/09

Installation Schedule

	FY-07				FY-08				FY-09			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input										72	132	
Output										72	132	

Description/Justification

The Next Generation Threat System (NGTS) is a PC-based product/software that allows dynamic/real-world threats to be integrated into simulators for mission rehearsal and other training events. NGTS is one of various products on the Intelligence market. More specifically, this product will allow C-17 simulators to immerse aircrews into high threat environments during distributed mission operation training events and virtual exercises. Directed by AMC as part of New Tactical Training Initiative.

Note that this modifies current C-17 threat generation systems (hardware and software) to make them compatible with Distributed Mission Operations Center (DMOC - ACC) and Distributed Training Operations Center (DTOC - ANG) for all C-17 Weapon Systems Trainers (WSTs), and Load Master Stations (LMSs). However, visual upgrades are not necessary for the newest devices, nor for those that will be upgraded under obsolescence. Scenario generation will be centrally provided and specific modeling will be accomplished.

The C-17 budget includes funds for the procurement of Diminishing Manufacturing Sources (DMS).

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

Currently in integration and installation phase.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[32]	0.730	[44]	0.975	[15]	0.296	[1]	0.024		
SUPPORT-EQUIP												
SOFTWARE				3.612		2.256		3.010		1.138		
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				4.342		3.231		3.306		1.162		
INSTALLATION QTY												

Fact Sheet: C-17 MN-_359 C-17 Sim Threat Generator (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[92]	2.025
SUPPORT-EQUIP								
SOFTWARE								10.016
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								12.041
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-16				FY-17				FY-18				FY-19				FY-20				FY-21				FY-22			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

This modification will incorporate Block 14, 15, 16, and 17 projects in one integrated retrofit work package into the Block 13 baseline to facilitate retrofit of C-17 aircraft P-1 through P-152 to a homogeneous configuration, and will be done in conjunction with the Extended Range (ER)/On Board Inert Gas Generating System (OBIGGS) II retrofit, when possible. The following projects were combined: Mobility 2000 (M2K), MN-6406; Secure Enroute Communication Package - Improved (SECOMP-I), MN-6411; Communication Open System Architecture (COSA), MN-4660; Weather Radar Replacement, MN-6422; Stabilizer Strut, MN-9735; Combat Lighting, MN-_8608; Formation Flying System (FFS), MN-_3056; and Global Air Traffic Management Required Navigational Performance - Improved (GATM/RNP-I), MN-_6414.

All of these projects have been cut into the C-17 production line in Long Beach; M2K at P-98, SECOMP-I at P-106, COSA at P-121, Weather Radar Replacement and Stabilizer Strut at P-138, Combat Lighting, FFS, and GATM/RNP-I at P-153.

Block 14:
M2K provides an Aircraft Communications Addressing and Reporting System (ACARS) capability for data link communications between the aircraft and the Tanker Airlift Control Center (TACC). SECOMP-I will add three UHF SATCOM antennas, two Army multi-band VHF/UHF antennas, two additional SATCOM antennas, and add a cargo compartment communication panel.

Block 15:
COSA updates the design of the communications systems to add growth capacity through an open systems architecture approach.

Block 16:
Weather Radar Replacement will replace the current AN/APS-133 weather radar. Stabilizer Strut retrofit will implement design changes to the stabilizer strut system that will eliminate uncommanded movement.

Block 17:
FFS is an alternate-technology (to SKE Follow-On) solution that is intended to meet AMC's requirement for a Strategic Brigade Airdrop (SBA) pass-time of 30 minutes.
GATM/RNP-I provides the additional capability to maintain precise control of navigation accuracy to within one nautical mile of the aircraft's planned position while enroute and 0.3 nautical miles if in the terminal area. The capability for HF Data Link (HFDL) operations, as a back-up datalink to the AERO-I capability, is also included in RNP-I.
Combat Lighting will provide covert Night Vision Goggle (NVG) capabilities for the cockpit, rear cargo area, and all external lighting systems.

The Mod of Spares and GFE lines are specificallly tied to the GATM/RNP-I project.

Installation of Hardware: The number of aircraft identified in this section reflects the fact that some of the aircraft will be retrofit to a Block 16 configuration and then have to return to be retrofit to the Block 17 configuration.

The installations will be performed at both Boeing Support Systems - San Antonio (BSS-SA) and Warner Robins - Air Logistics Center (WR-ALC). For 50/50 purposes, the WR-ALC workload will be accounted for in the public private partnership.

Previous P3A documents outlining the funding requirements for Block 13-17 retrofit program were predicated on material (retrofit kit) lead times of one year. In October 2008, during the 2009 modernization proposal submittal process, Boeing identified a growth in the lead time (up to 24 months) for some kit components. The growth in the component lead time forced the Air Force to initiate the procurement of the retrofit kits two years in advance of the planned installation. The retrofit kit procurement and installation schedule and the funding profile in this document were adjusted accordingly.

Recently, the C-17 program office has seen significant delays in proposal cycle times, resulting in an installation schedule that may exceed 24 month lead time.

Fact Sheet: C-17 MN-_8962 Block 13 to 17 Retrofit (Continued)

Description/Justification Continued

FY10 and FY11 execution strategy is under review due to extended contracting timelines. The Air Force is determining options to successfully execute the funds.

The C-17 budget includes funds for the procurement of Diminishing Manufacturing Sources (DMS).

Block 13-17
Projected Allocations By Component (subject to Total Force mission priorities and aircraft availabilty):

Kit Procurement	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	29	33	0	16	3	6	8	14	25	134
Reserve	0	0	0	0	4	5	0	0	0	9
ANG	0	0	0	0	4	5	0	0	0	9
										152

Installation Schedule

Active	16	13	2	16	14	4	0	11	58	134
Reserve	0	0	0	0	0	4	5	0	0	9
ANG	0	0	0	0	0	4	5	0	0	9
										152

Aircraft Breakdown: Active 134, Reserve 9, ANG 9, Total 152

Development Status

Block 14-17 development projects complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	396		264				127		77		84	
KITS NONRECUR		27.249										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OTHER						84.801		58.909				
Install Kits - M2K	61	2.378	[33]	1.613			[15]	0.731				
Install Kits - SECOMP-I	65	7.509	[33]	5.098			[16]	0.243	[11]	1.749	[2]	0.331
Install Kits - COSA	61	75.941	[33]	51.453			[16]	24.700	[11]	17.654	[2]	3.338
Install Kits - Wthr Radar	61	8.523	[33]	5.768			[16]	2.768	[11]	1.979	[16]	2.994
Install Kits - Stab Struts	61	13.628	[33]	9.250			[16]	4.439	[11]	3.174	[16]	4.801
Install Kits - Combat Ltg	29	16.006	[33]	15.476			[16]	7.600	[11]	5.434	[16]	8.220
Install Kits - FFS	29	7.028	[33]	6.943			[16]	3.409	[11]	2.438	[16]	3.688
Install Kits - GATM RNP-I	29	14.647	[33]	14.157			[16]	6.952	[11]	4.971	[16]	7.519

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
MOD OF SPARES		3.665		1.727				2.950		0.901		0.909
GFE		8.043		9.827				7.700		5.877		3.581
Mission Support		1.495		1.674				1.588		1.620		1.653
AOC TW4 Printer				0.975				0.908				
INSTALLATION OF HARDWARE												
FY-06 196 KITS	196	44.620										
FY-07 96 KITS	96	34.034										
FY-08 104 KITS			[104]	46.000								
FY-09 264 KITS					[16]	17.200	[112]	59.400	[112]	61.700	[24]	13.750
FY-11 127 KITS											[72]	41.250
FY-12 77 KITS												
FY-13 84 KITS												
FY-14 24 KITS												
FY-15 42 KITS												
FY-16 75 KITS												
TOTAL INSTALL	292	78.654	104	46.000	16	17.200	112	59.400	112	61.700	96	55.000
TOTAL COST (BP-1100) (Totals may not add due to rounding)	396	264.766	264	169.960		102.001	127	182.297	77	107.497	84	92.034
INSTALLATION QTY	262		108		38		88		112		100	

Fact Sheet: C-17 MN-_8962 Block 13 to 17 Retrofit (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	24		42		75		1089	
KITS NONRECUR								27.249
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OTHER								143.710
Install Kits - M2K							[109]	4.721
Install Kits - SECOMP-I							[127]	14.930
Install Kits - COSA							[123]	173.085
Install Kits - Wthr Radar							[137]	22.032
Install Kits - Stab Struts							[137]	35.292
Install Kits - Combat Ltg	[8]	4.274	[14]	7.780	[25]	14.447	[152]	79.237
Install Kits - FFS	[8]	1.918	[14]	3.490	[25]	6.481	[152]	35.395
Install Kits - GATM RNP-I	[8]	3.910	[14]	7.116	[25]	13.216	[152]	72.489
MOD OF SPARES		0.998		2.000				13.150
GFE		11.042		12.164		9.356		67.590
Mission Support		1.700		1.700		1.700		13.130
AOC TW4 Printer								1.883
INSTALLATION OF HARDWARE								
FY-06 196 KITS							[196]	44.620
FY-07 96 KITS							[96]	34.034
FY-08 104 KITS							[104]	46.000
FY-09 264 KITS							[264]	152.050
FY-11 127 KITS	[55]	26.670					[127]	67.920
FY-12 77 KITS	[21]	11.430	[56]	33.020			[77]	44.450
FY-13 84 KITS			[21]	18.880	[63]	28.700	[84]	47.580
FY-14 24 KITS					[24]	60.490	[24]	60.490
FY-15 42 KITS					[42]	37.310	[42]	37.310
FY-16 75 KITS					[75]	54.400	[75]	54.400
TOTAL INSTALL	76	38.100	77	51.900	204	180.900	1,089	588.854
TOTAL COST (BP-1100) (Totals may not add due to rounding)	24	61.942	42	86.150	75	226.100	1,089	1292.748
INSTALLATION QTY	81		76		203		1,089	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months Follow-On Lead Time: 24 Months

Fact Sheet: C-17 MN-_8962 Block 13 to 17 Retrofit (Continued)

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16
Contract Date (Month/CY)		01/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15	01/16
Delivery Date (Month/CY)		01/07	01/08	01/09	01/10	01/11	01/13	01/14	01/15	01/16	01/17	01/18

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									43	43	43	43	30	30	30	30	26	26	26	26	4	4	4	4	28	28	28	28	28	28	28	
Output										43	43	43	43	30	30	30	30	26	26	26	26	4	4	4	4	28	28	28	28	28	28	28

	FY-13				FY-14				FY-15				FY-16				FY-17				FY-18				FY-19			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	28	24	24	24	24	19	19	19	19	19	19	19	20	19	19	20	20	10	10	10	12	21	21	21	21			
Output	28	28	24	24	24	24	19	19	19	19	19	19	19	20	19	19	20	20	10	10	10	12	21	21	21	21		

Description/Justification

This retrofit will add the On Board Inert Gas Generating System (OBIGGS) II to aircraft P71-P137 (aircraft that already have Extended Range capability). P1 - P70 will receive OBIGGS II in conjunction with the Extended Range Retrofit in MN-6412.

The new system is a continuous flow design, as opposed to the current accumulation/storage version. Molecular Sieve Air Separator Modules (ASM's) in the current system are not efficient enough to generate Nitrogen Enriched Air (NEA) as required. Thus, NEA must be accumulated and stored. High pressure is necessary to minimize storage volume, so the compressor is required. Mission planning is required to allow NEA accumulation, and initialization procedures are lengthy. In general, the current system is complicated and has low reliability.

Permeable membrane ASM's in the new system are efficient enough to generate NEA as required. Compression via the compressors and storage in the bottles are not required, and consequently, these components can be eliminated. Mission planning to allow NEA accumulation is no longer necessary either. The new system will automatically initialize by running for 20-40 minutes and weigh approximately 475lbs less than the current system. The new system will also be simpler with 900% higher reliability as measured by Mean Time Between Maintenance Scheduled (MTBMs).

The installations will be performed at Boeing Support Systems - San Antonio (BSS-SA).

Previous P3-A documents outlining the funding requirements for the OBIGGS II retrofit program were predicated on material (retrofit kit) lead times of one year. In Oct 2008, during the 2009 Modernization proposal submittal process Boeing identified a growth in the lead time (up to 24 months) for some kit components. The growth in the component lead time forced the AF to initiate the procurement of the retrofit kits two years in advance of the planned installation. The retrofit kit procurement and installation schedule and the funding profile in this document were adjusted accordingly. The lead time for FY06, FY07 and FY08 is 12 months and the lead time for FY09 and beyond is 24 months.

The C-17 budget includes funds for the procurement of Diminishing Manufacturing Sources (DMS).

Recently, the C-17 program office has seen significant delays in proposal cycle time, these delays may cause the installation schedule to exceed 24 month lead time.

FY10 execution strategy is under review due to extended contracting timelines. The Air Force is determining options to successfully execute the funds.

OBIGGS II
Projected Allocations By Component (subject to Total Force mission priorities and aircraft availabilty):

Kit Procurement	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	6	4	0	6	4	2	4	3	29	58
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	5	4	9
										67

Installation Schedule										
Active	4	2	0	2	2	2	6	2	38	58
Reserve	0	0	0	0	0	0	0	0	0	0
ANG	0	0	0	0	0	0	0	0	9	9
										67

Aircraft Breakdown: Active 58, Reserve 0, ANG 9, Total 67

Fact Sheet: C-17 MN-6402 OBIGGS II (Continued)

Development Status

Development complete Sep 07.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	6	18.707	4	13.500			6	20.700	4	14.700	2	7.900
KITS NONRECUR		11.037										
EQUIPMENT		6.012										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OTHER						26.900						
INSTALLATION OF HARDWARE												
FY-06 1 KITS	1	3.600										
FY-07 3 KITS	3	7.673										
FY-08 2 KITS			[2]	7.300								
FY-09 4 KITS							[2]	8.800	[2]	7.900		
FY-11 6 KITS											[2]	7.700
FY-12 4 KITS												
FY-13 2 KITS												
FY-14 4 KITS												
FY-15 8 KITS												
FY-16 8 KITS												
FY-17 8 KITS												
FY-18 8 KITS												
FY-19 9 KITS												
TOTAL INSTALL	4	11.273	2	7.300			2	8.800	2	7.900	2	7.700
TOTAL COST (BP-1100) (Totals may not add due to rounding)	6	47.029	4	20.800		26.900	6	29.500	4	22.600	2	15.600
INSTALLATION QTY	4		2				2		2		2	

Fact Sheet: C-17 MN-6402 OBIGGS II (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	4	15.800	8	31.700	33	144.940	67	267.947
KITS NONRECUR								11.037
EQUIPMENT								6.012
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OTHER								26.900
INSTALLATION OF HARDWARE								
FY-06 1 KITS							[1]	3.600
FY-07 3 KITS							[3]	7.673
FY-08 2 KITS							[2]	7.300
FY-09 4 KITS							[4]	16.700
FY-11 6 KITS	[4]	14.700					[6]	22.400
FY-12 4 KITS	[2]	7.400	[2]	7.200			[4]	14.600
FY-13 2 KITS					[2]	7.150	[2]	7.150
FY-14 4 KITS					[4]	14.350	[4]	14.350
FY-15 8 KITS					[8]	28.800	[8]	28.800
FY-16 8 KITS					[8]	28.850	[8]	28.850
FY-17 8 KITS					[8]	29.050	[8]	29.050
FY-18 8 KITS					[8]	29.400	[8]	29.400
FY-19 9 KITS					[9]	33.800	[9]	33.800
TOTAL INSTALL	6	22.100	2	7.200	47	171.400	67	243.673
TOTAL COST (BP-1100) (Totals may not add due to rounding)	4	37.900	8	38.900	33	316.340	67	555.569
INSTALLATION QTY	5		3		47		67	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months Follow-On Lead Time: 24 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19
Contract Date (Month/CY)		01/06	01/07	01/08	01/09		01/11	01/12	01/13	01/14	01/15	01/16	01/17	01/18	01/19
Delivery Date (Month/CY)		01/07	01/09	01/09	01/11		01/13	01/14	01/15	01/16	01/17	01/18	01/19	01/20	01/21

	FY-20	FY-21	FY-22
Contract Date (Month/CY)	01/20	01/21	01/22
Delivery Date (Month/CY)	01/22	01/23	01/24

Fact Sheet: C-17 MN-6402 OBIGGS II (Continued)

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										1				1	1	1		1	1						1		1		1		1	
Output											1				1	1	1		1	1						1		1		1		1

	FY-13				FY-14				FY-15				FY-16				FY-17				FY-18				FY-19				FY-20		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input		1	1		1	2	1	1	1		1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Output		1		1		1	2	1	1	1		1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2

	FY-21				FY-22			
Quarter	1	2	3	4	1	2	3	4
Input	2	2	2	2	2	3		
Output	2	2	2	2	2	2	3	

Description/Justification

This program combines two retrofits, Extended Range and On Board Inert Gas Generating System II (OBIGGS II), into one combined effort to minimize cost and schedule. This is achieved programmatically by opening the wing sections once and accomplishing both efforts. Retrofit will be implemented on P-1 through P-70.

The Extended Range Fuel Containment System (ERFCS) portion increases aircraft fuel capacity by approximately 9,500 gallons and adds approximately 1,800 pounds to the gross aircraft weight. The OBIGGS II portion vastly improves the performance of the current OBIGGS system. The OBIGGS II redesign will be a continuous flow redesign, as opposed to the current accumulation/storage version which is complicated and has low reliability. The modification includes structural improvements to the wing and fuselage, and changes to subsystems and software. This redesign will significantly increase system effectiveness, utility and maintainability and reduce system Life Cycle Costs (LCC) by nearly $400M.

The FY05 non-recurring engineering (NRE) was used to develop and release different engineering drawings, tooling design effort, and time compliant technical orders (TCTO's).

The installations will be performed at Warner Robins - Air Logistics Center (WR-ALC) to satisfy 50/50 requirements.

Previous P3-A documents outlining the funding requirements for the ER/OBIGGS II retrofit program were predicated on material (retrofit kit) lead times of one year. In Oct 2008, during the 2009 Modernization proposal submittal process Boeing identified a growth in the lead time (up to 24 months) for some kit components. The growth in the component lead time forced the AF to initiate the procurement of the retrofit kits two years in advance of the planned installation. The retrofit kit procurement and installation schedule and the funding profile in this document were adjusted accordingly. The lead time for FY06, FY07 and FY08 is 12 months and the lead time for FY09 and beyond is 24 months.

The C-17 budget includes funds for the procurement of Diminishing Manufacturing Sources (DMS).

Recently, the C-17 program office has seen significant delays in proposal cycle time, these delays may cause the installation schedule to exceed 24 month lead time.

FY10 execution strategy is under review due to extended contracting timelines. The Air Force is determining options to successfully execute the funds.

Aircraft Breakdown: Active 70, Reserve 0, ANG 0, Total 70

Development Status

Development complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	4	22.393	4	19.500			3	15.800	3	16.400	2	11.600
KITS NONRECUR		59.608										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												

Fact Sheet: C-17 MN-6412 EXTENDED RANGE RETROFIT (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SUPPORT-EQUIP													
OTHER							50.500						
INSTALLATION OF HARDWARE													
FY-06	1 KITS	1	7.400										
FY-07	2 KITS	2	15.884										
FY-08	1 KITS			[1]	10.400								
FY-09	4 KITS							[2]	33.600	[2]	30.300		
FY-11	3 KITS											[2]	29.400
FY-12	3 KITS												
FY-13	2 KITS												
FY-14	5 KITS												
FY-15	8 KITS												
FY-16	8 KITS												
FY-17	8 KITS												
FY-18	8 KITS												
FY-19	8 KITS												
FY-20	9 KITS												
FY-21	0 KITS												
TOTAL INSTALL		3	23.284	1	10.400			2	33.600	2	30.300	2	29.400
TOTAL COST (BP-1100) (Totals may not add due to rounding)		4	105.285	4	29.900		50.500	3	49.400	3	46.700	2	41.000
INSTALLATION QTY		3		1				2		2		2	

Fact Sheet: C-17 MN-6412 EXTENDED RANGE RETROFIT (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	5	28.800	8	46.600	41	269.100	70	430.193
KITS NONRECUR								59.608
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS				10.500				10.500
DATA								
SIM/TRAINER								
SUPPORT-EQUIP				1.825				1.825
OTHER								50.500
INSTALLATION OF HARDWARE								
FY-06 1 KITS							[1]	7.400
FY-07 2 KITS							[2]	15.884
FY-08 1 KITS							[1]	10.400
FY-09 4 KITS							[4]	63.900
FY-11 3 KITS	[1]	14.550					[3]	43.950
FY-12 3 KITS	[1]	14.550	[2]	29.000			[3]	43.550
FY-13 2 KITS			[1]	14.500	[1]	14.340	[2]	28.840
FY-14 5 KITS					[5]	71.580	[5]	71.580
FY-15 8 KITS					[8]	113.480	[8]	113.480
FY-16 8 KITS					[8]	113.050	[8]	113.050
FY-17 8 KITS					[8]	113.250	[8]	113.250
FY-18 8 KITS					[8]	114.350	[8]	114.350
FY-19 8 KITS					[8]	115.950	[8]	115.950
FY-20 9 KITS					[5]	73.000	[5]	73.000
FY-21 0 KITS					[4]	59.800	[4]	59.800
TOTAL INSTALL	2	29.100	3	43.500	55	788.800	70	988.384
TOTAL COST (BP-1100) (Totals may not add due to rounding)	5	57.900	8	102.425	41	1057.900	70	1541.010
INSTALLATION QTY	2		3		55		70	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months Follow-On Lead Time: 24 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18
Contract Date (Month/CY)		02/05	01/06	01/07	01/08	01/09		01/11	01/12	01/13	01/14	01/15	01/16	01/17	01/18
Delivery Date (Month/CY)		02/06	01/07	01/08	01/09	01/11		01/13	01/14	01/15	01/16	01/17	01/18	01/19	01/20

	FY-19	FY-20
Contract Date (Month/CY)	01/19	01/20

Fact Sheet: C-17 MN-6412 EXTENDED RANGE RETROFIT (Continued)

Milestones Continued

Delivery Date (Month/CY) 01/21 01/22

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														1				1	1			1								1		1
Output																1				1	1		1								1	

	FY-12				FY-13				FY-14				FY-15				FY-16				FY-17				FY-18				FY-19			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input		1		1		1		1		1		1	1	1		1	1		2	2	1		2	2	2	2	2	2	2	2	2	2
Output	1		1		1		1		1		1		1	1			1	1		2	2	1		2	2	2	2	2	2	2	2	2

	FY-20				FY-21				FY-22				FY-23			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	
Output	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2

Description/Justification

The Large Aircraft Infrared Countermeasures System (LAIRCM) provides a significantly improved defense capability for the C-17 to counter the proliferating IR Man-Portable Air Defense Systems (MANPADS) missile threats. This system is fully automatic following power-up and consists of Group A aircraft modification kits and Group B eauipment. The LAIRCM system [AN/AQQ-24(V)] consists of 6 ultra-violet (UV) Missile Warning Sensors, 1 (lite configuration) or 3 (full configuration) Guardian Laser Transmitter Assemblies (GLTA)/Small Laser Transmitter Assemblies (SLTA), a colorless eye-safe multiban laser, Control Indicator Unit (CIU), 2 repeaters and a system processor to detect, track, and counter incoming Infrared (IR) missiles.

Enhancements and retrofits to the current configuration are planned for purchase and installation in FY08 and beyond. These enhancements include retrofits of the Small Laser Transmitter Assembly (SLTA) to a smaller, lighter Guardian Laser Transmitter Assembly (GLTA). In addition, the current AAR-54 sensor will be replaced by a more effective infrared (IR) Next Generation Missile Warning Sensor (NexGen MWS).

The change orders line include Diminishing Manufacturing Sources (DMS) costs for the identification, review, and monitoring of items with high DMS risk potential, classification of identified items according to criticality, identifcation of alternatives for items having high DMS risks, and non-recurring engineering (NRE)/replacement cost for DMS components. Additionally, change orders include NRE/replacement costs for equipment updates to increase Reliability/Availability/Maintainability (RAM) of LAIRCM Group B LRU/SRU components as identified during the fiscal year.

NOTEs:

FY07 GWOT procured 10 A & B kits and installs with Aircraft Production funds not documented on this P3A.
FY08 GWOT procured 15 A kits and their installation with Aircraft Production funds not documented on this P3A.
FY09 procured 2 A & B kits and installs. It also funded 15 SLTA to GLTA conversion kits, and 22 SLTA to GLTA conversions and the procurment of 1 NexGen retrofit kit.
FY09 OCO procured 8 A & B kits and installs with Aircraft Production funds not documented on this P3A.
FY 09 "Bridge" procured 4 C-17 A & B kits and installs (lite configuration).
FY10 OCO procures 10 A & B kits and installs with Aircraft Production funds not documented on this P3A.
FY10 procures 4 A & B kits and 6 installs; 27 SLTA to GLTA A & B conversion kits and installs. It also funds the procurement of 10 NexGen A & B retrofit kits.
FY10 OCO procures 14 A & B kits and installs; 4 SLTA to GLTA A & B conversion kits and installs.
FY11 procures 4 SLTA to GLTA A & B conversion kits and installs; 10 NexGen A & B retrofit kits; and installation of the 10 NexGen retrofit kits procured in FY10.
FY11 OCO procures 15 A & B kits and installs and 10 NexGen A & B retrofit kits and installs. $15.476M of FY11 OCO funding is for 15 installs in FY13. FY11 OCO quantities are reflected in the funding tables but the funds are included in the $224.450 FY11 OCO Request line not the associated "cost" column.

LAIRCM is a "buy-to-budget" program. FYs '03 to '08 have been adjusted to reflect actuals. FY08 also includes $66.349M in GWOT Supplemental funding. This adds 8 full-up configured a/c and AAR-54 Sensors. The FY09 "Bridge" provided $14M for ANG LAIRCM modification (4 C-17s lite config).
Aircraft Production procurement (not documented on this P3A): Group A, 43; Group B, 28
Aircraft Modification procurement: Group A, 177; Group B, 184
Fleet management plan currently modifies 8 C-17s with Group A and not Group B. The Strategic Airlift Capability (SAC) C-17 will not receive LAIRCM.

This program has associated Research, Development, Test & Evaluation (RDT&E) funding in PE 0401130F. Two C-17s were modified with LAIRCM using RDT&E.

FY 2009 totals include $14.0M of appropriated supplemental "Bridge" funding, and $0.0 of appropriated supplemental Overseas Contingency Operation funding
FY 2010 funding totals include $120.725M for Overseas Contingency Operations.
FY 2011 funding totals include $224.450M for Overseas Contingency Operations.

Description/Justification Continued

GROUP B Procurement & Install (FY of funding)

Kit Procurement	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	118	2	14	15	0	7	8	2	0	166
Reserve	8	0	0	0	0	0	1	0	0	9
ANG	0	4	4	0	0	0	1	0	0	9
										184

Installation Sched	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	116	2	16	15	0	0	7	8	2	166
Reserve	8	0	0	0	0	0	0	1	0	9
ANG	0	4	4	0	0	0	0	1	0	9
										184

C-17 Planned retrofit buys/ installs

	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
SLTA to GLTA Retrofit kits	21	15	31	4	4	5	0	0	0	80
SLTA to GLTA kit installs	14	22	31	4	4	5	0	0	0	80
AAR-54 to NexGen Retrofit Kits	1	1	10	20	3	24	23	40	0	122
AAR-54 to NexGen Kit Installs	1	1	0	20	10	3	24	23	40	122
GLTA Lite to GLTA Full Buys	0	0	0	0	1	9	11	15	0	36
GLTA Lite to GLTA Full Installs	0	0	0	0	0	1	9	11	15	36

"INSTALL KITS" indicates Group A procurement.
"EQUIPMENT" indicates Group B procurement.
"RETROFIT KITS" and "RETROFIT INSTALLATION" reflect GLTA and NexGen retrofit kits and installs.
"INSTALLATION OF HARDWARE" and the "Installation Schedule" section are aligned with Group A installs.

"Aircraft Breakdown" represents Group B equipment procured with Aircraft Modification funds.

Aircraft Breakdown: Active 166, Reserve 9, ANG 9, Total 184

Development Status
Development complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	126	127.666	6	6.714	18	19.890	15	0.000			7	9.750
KITS NONRECUR		22.759		4.500								
EQUIPMENT	126	287.405	[6]	32.500	[18]	141.480	[15]	27.036		20.316	[7]	116.584
EQUIP NONREC												
CHANGE ORDERS		35.995		27.259		25.033		13.051		3.225		8.519
DATA		1.496										
SIM/TRAINER												
SUPPORT-EQUIP		15.712		0.263		0.045		0.026		0.026		0.455
INITIAL SPARES		58.293		1.335		45.683		8.937		6.946		3.853
ICS		25.200										
ENG SUPPORT		12.240		0.511		3.013		1.780		1.807		3.498
CONTRACTOR SUPPORT		4.680		0.800		0.984		0.777		0.791		0.805
DEPOT STAND-UP		16.243		6.262		5.000		2.000				
TRAINING		0.207		0.185		0.106		0.057		0.058		0.059
RETROFIT KITS	20	3.461	[16]	2.997	[41]	4.629	[24]	2.457	[7]	3.446	[29]	25.400
PROGRAM MNGMT		1.465		2.100		3.462		1.519		1.539		3.472
OGC		7.828		0.912								
RETROFIT INSTALLATION	13	0.430	[23]	1.442	[31]	2.347	[24]	1.799	[14]	6.827	[8]	2.400
FY11 OCO Request							[15]	224.450				
INSTALLATION OF HARDWARE												
FY-03 10 KITS	10	13.114										
FY-04 18 KITS	18	16.578										
FY-05 32 KITS	32	28.062										
FY-06 18 KITS	18	14.670										
FY-07 38 KITS	2	30.508	[19]		[15]		[2]					
FY-08 10 KITS		6.506	[2]	2.238			[8]					
FY-09 6 KITS				4.476		1.933	[4]		[2]			
FY-10 18 KITS						14.332			[18]			
FY-11 15 KITS											[15]	
FY-13 7 KITS												
FY-14 5 KITS												
TOTAL INSTALL	80	109.438	21	6.714	15	16.265	14		20		15	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	126	730.518	6	94.494	18	267.937	15	283.889		44.981	7	174.795
INSTALLATION QTY	80		21		15		14		20		15	

Fact Sheet: C-17 MN-8629 LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	5	7.124	0	0.000			177	171.144
KITS NONRECUR								27.259
EQUIPMENT	[10]	101.937	[2]	95.577			[184]	822.835
EQUIP NONREC								
CHANGE ORDERS		5.715		5.817				124.614
DATA								1.496
SIM/TRAINER								
SUPPORT-EQUIP		0.027		0.028				16.582
INITIAL SPARES		3.764		3.838				132.649
ICS								25.200
ENG SUPPORT		3.522		3.586				29.957
CONTRACTOR SUPPORT		0.819		0.834				10.490
DEPOT STAND-UP		4.000		5.000				38.505
TRAINING								0.672
RETROFIT KITS	[23]	24.067	[40]	42.662			[200]	109.119
PROGRAM MNGMT		3.489		3.551				20.597
OGC								8.740
RETROFIT INSTALLATION	[24]	15.387	[23]	14.383			[160]	45.015
FY11 OCO Request							[15]	224.450
INSTALLATION OF HARDWARE								
FY-03 10 KITS							[10]	13.114
FY-04 18 KITS							[18]	16.578
FY-05 32 KITS							[32]	28.062
FY-06 18 KITS							[18]	14.670
FY-07 38 KITS							[38]	30.508
FY-08 10 KITS							[10]	8.744
FY-09 6 KITS							[6]	6.409
FY-10 18 KITS							[18]	14.332
FY-11 15 KITS							[15]	
FY-13 7 KITS	[7]	8.086					[7]	8.086
FY-14 5 KITS			[5]	5.862			[5]	5.862
TOTAL INSTALL	7	8.086	5	5.862			177	146.365
TOTAL COST (BP-1100) (Totals may not add due to rounding)	5	177.937		181.138			177	1955.689
INSTALLATION QTY	7		5				177	

Method of Implementation: COMBINATION

Initial Lead Time: 8 Months Follow-On Lead Time: 12 Months

Milestones

	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)		10/02	12/03	01/05	01/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15
Delivery Date (Month/CY)		06/03	12/04	01/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15	01/16

Installation Schedule

	FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08				FY-09			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							3	3	3	1				2	7	7	2	2	6	5	6	5	7	5	6	4	4	2	5	5	5	6
Output								3	3	2	2				7	7	4		6	5	6	5	7	5	6	5	4	1	5	5	5	7

	FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	5	8	2		1	2	9	2		8	6	6		6	6	3		3	3	1		2	3	
Output	4	7	5			3	6	5		6	6	6	2	3	6	6		2	3	2		1	3	1

Description/Justification

Covers the costs for high priority improvements or enhancement modifications.

The C-17 budget includes funds for the procurement of Diminishing Manufacturing Sources (DMS).

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR				2.000		2.000		2.000		2.000		
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				2.000		2.000		2.000		2.000		
INSTALLATION QTY												

Fact Sheet: C-17 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR		2.000		2.000		6.000		18.000
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		2.000		2.000		6.000		18.000
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-16				FY-17				FY-18				FY-19				FY-20				FY-21				FY-22			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-21				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$0.875	$0.560	$0.339	$0.000	$0.339	$0.329	$0.199	$0.203	$0.207

This line item funds low-cost modifications and service bulletins for the C-21 aircraft, commercial equivalent to the Learjet 35. The C-21 aircraft is a twin-turbofan engine aircraft used for cargo and passenger airlift over medium ranges (2,000 miles). The overall goal of C-21 modifications in FY10 is to fund service bulletins necessary for FAA certification while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	0.9	0.1	0.1			0.1	0.1	0.2	0.1		1.6
	99999X	LOW COST MODIFICATIO	0.0	0.4	0.2			0.2	0.1	0.0	0.1		2.0
TOTAL FOR CLASS P			0.9	0.6	0.3	0.0	0.3	0.3	0.2	0.2	0.2	0.0	3.7
TOTAL FOR AIRCRAFT C-21			0.9	0.6	0.3	0.0	0.3	0.3	0.2	0.2	0.2	0.0	3.7

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

Description/Justification

C-21 is an FAA-certified aircraft. These service bulletins affect safety, product improvement, maintenance, and reliability.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN		0.001		0.854		0.141		0.113		0.109		0.108
OTHER												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.001		0.854		0.141		0.113		0.109		0.108
INSTALLATION QTY												

Fact Sheet: C-21 MN-99999S SERVICE BULLETINS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SERVICE BLTN		0.200		0.100				1.626
OTHER								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.200		0.100				1.626
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-15				FY-16				FY-17				FY-18				FY-19				FY-20				FY-21			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the C-21 fleet of aircraft and associated training systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
		0.944		0.021		0.419		0.226		0.220		0.091
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.944		0.021		0.419		0.226		0.220		0.091

Fact Sheet: C-21 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
		0.003		0.107				2.031
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.003		0.107				2.031

Method of Implementation: CLS

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-32				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$7.353	$1.739	$12.113	$0.000	$12.113	$11.681	$2.233	$1.784	$1.817

FY2008 funding total includes $39.625M in GWOT supplemental funding.

This line item funds modifications to the C-32 aircraft, commercial equivalent Boeing 757. The C-32 is a long-range jet transport designed to transport VIPSAM passengers. The modifications will enhance operational capability while improving flight safety, reliability, and maintainability. The primary modification for FY10 is the communications modification. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	0707	COMM MOD	5.7		10.4			10.0	0.5				66.1
	99999S	SERVICE BULLETINS	0.1	0.0	0.2			0.2	0.0	0.0	0.0		0.6
	99999SG	SERVICE BULLETINS - AN	0.8	0.9	0.7			0.7	0.9	0.9	0.9		6.8
	99999X	LOW COST MODIFICATIO	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
	99999XG	LOW COST MODS - ANG	0.8	0.8	0.8			0.8	0.8	0.8	0.9		6.5
TOTAL FOR CLASS P			7.4	1.7	12.1	0.0	12.1	11.7	2.2	1.8	1.8	0.0	80.0
TOTAL FOR WEAPON SYSTEM C-32			7.4	1.7	12.1	0.0	12.1	11.7	2.2	1.8	1.8	0.0	80.0

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 49	PAGE NO. 1	

Description/Justification

Baseline SLC3S-A capabilities include secure and non-secure voice, data, and video connectivity into Defense Information System Network/Global Information Grid, Defense Switched Network, Defense Red Switch Network, Voice Over Secure Internet Protocol Networks, National Security Council's Crisis Management System, and commercial networks up to the Top Secret/Sensitive Compartmentalized Information security classification level. These capabilities are used daily by the Nation's Senior Leaders to carry out their duties and responsibilities. National Senior Leaders require 100% secure voice and data capability from general planning and strategy discussions to directing command decisions. This modification will provide power upgrade modifications and the necessary equipment to enable non-secure and secure voice/data/video connectivity for our national leadership.

This effort includes the procurement of the SLC3S-A Communications Program (SCP), integration of the SCP on the aircraft, procurement and installation of supporting communications infrastructure, and removal of obsolete communications equipment.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	7.300	1	7.010		
KITS NONRECUR								1.195		1.163		
EQUIPMENT												
EQUIP NONREC		39.625		5.683								
CHANGE ORDERS												
DATA								1.080		1.040		
SIM/TRAINER												
SUPPORT-EQUIP								0.836		0.740		0.473
INSTALLATION OF HARDWARE												
FY-11 1 KITS									[1]			
FY-12 1 KITS											[1]	
TOTAL INSTALL									1		1	
TOTAL COST (BP-1100)		39.625		5.683			1	10.411	1	9.953		0.473
(Totals may not add due to rounding)												
INSTALLATION QTY									1		1	

Fact Sheet: C-32 MN-0707 COMM MOD (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							2	14.310
KITS NONRECUR								2.358
EQUIPMENT								
EQUIP NONREC								45.308
CHANGE ORDERS								
DATA								2.120
SIM/TRAINER								
SUPPORT-EQUIP								2.049
INSTALLATION OF HARDWARE								
FY-11 1 KITS							[1]	
FY-12 1 KITS							[1]	
TOTAL INSTALL							2	
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							2	66.145
INSTALLATION QTY							2	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 9 Months Follow-On Lead Time: 9 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)					03/11	03/12
Delivery Date (Month/CY)					12/11	12/12

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																					1				1			
Output																						1				1		

Description/Justification

The C-32A is an FAA-certified aircraft. These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to correct FAA-identified deficiencies.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES (EXEMPT)												
SERVICE BLTN		0.011		0.059		0.046		0.218		0.221		0.005
AWAITING BTR												
TOTAL COST (BP-1100)		0.011		0.059		0.046		0.218		0.221		0.005
(Totals may not add due to rounding)												

Fact Sheet: C-32 MN-99999S SERVICE BULLETINS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INITIAL SPARES (EXEMPT)								
SERVICE BLTN		0.005		0.005				0.570
AWAITING BTR								
TOTAL COST (BP-1100)		0.005		0.005				0.570
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

The C-32B is an FAA certified aircraft. These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to correct FAA identified deficiencies.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN		0.812		0.798		0.923		0.684		0.731		0.943
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.812		0.798		0.923		0.684		0.731		0.943

Fact Sheet: C-32 MN-99999SG SERVICE BULLETINS - ANG (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SERVICE BLTN		0.936		0.932				6.759
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.936		0.932				6.759

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the four C-32 aircraft and associated training systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT				0.015		0.005		0.005		0.005		0.005
TOTAL COST (BP-1100)				0.015		0.005		0.005		0.005		0.005
(Totals may not add due to rounding)												

Fact Sheet: C-32 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.005		0.005				0.045
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.005		0.005				0.045

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the C-32 aircraft and associated training systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.812		0.798		0.765		0.795		0.771		0.807
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.812		0.798		0.765		0.795		0.771		0.807

Fact Sheet: C-32 MN-99999XG LOW COST MODS - ANG (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.838		0.875				6.461
TOTAL COST (BP-1100)		0.838		0.875				6.461
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-37				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$1.404	$0.428	$12.162	$0.000	$12.162	$12.031	$8.277	$9.872	$10.052

This line item funds modifications to the C-37 aircraft, commercial equivalent Gulfstream 5. The C-37 is a long-range jet transport designed to transport VIPSAM passengers. The primary modification for FY10 is the communications modification. Other efforts in FY10 include service bulletins/low cost modifications that will improve flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are shown below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	0707	COMM MOD	1.0		11.7			11.6	7.8	9.4	9.6		63.2
	99999S	SERVICE BULLETINS	0.3	0.3	0.3			0.3	0.3	0.3	0.3		2.4
	99999X	LOW COST MODIFICATIO	0.1	0.1	0.1			0.1	0.2	0.2	0.2		1.1
TOTAL FOR CLASS P			1.4	0.4	12.2	0.0	12.2	12.0	8.3	9.9	10.1	0.0	66.7
TOTAL FOR WEAPON SYSTEM C-37			1.4	0.4	12.2	0.0	12.2	12.0	8.3	9.9	10.1	0.0	66.7

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

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Description/Justification

Baseline SLC3S-A capabilities include secure and non-secure voice, data, and video connectivity into Defense Information System Network/Global Information Grid, Defense Switched Network, Defense Red Switch Network, Voice Over Secure Internet Protocol Networks, National Security Council's Crisis Management System, and commercial networks up to the Top Secret/Sensitive Compartmentalized Information security classification level. These capabilities are used daily by the Nation's Senior Leaders to carry out their duties and responsibilities. National Senior Leaders require 100% secure voice and data capability from general planning and strategy discussions to directing command decisions. This modification will provide power upgrade modifications and the necessary equipment to enable non-secure and secure voice/data/video connectivity for our national leadership.

This effort includes the procurement of the SLC3S-A Communications Program (SCP), integration of the SCP on the aircraft, procurement and installation of supporting communications infrastructure, and removal of obsolete communications equipment.

Aircraft Breakdown: Active 9, Reserve 0, ANG 0, Total 9

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							2	9.728	2	8.995	1	4.950
KITS NONRECUR				0.977				0.523		0.500		0.400
EQUIPMENT												
EQUIP NONREC		12.037										
CHANGE ORDERS												
DATA								0.290		1.293		1.663
SIM/TRAINER												
SUPPORT-EQUIP								1.190		0.805		0.818
INSTALLATION OF HARDWARE												
FY-11 2 KITS									[2]			
FY-12 2 KITS											[2]	
FY-13 1 KITS												
FY-14 2 KITS												
FY-15 2 KITS												
TOTAL INSTALL									2		2	
TOTAL COST (BP-1100) (Totals may not add due to rounding)		12.037		0.977			2	11.731	2	11.593	1	7.831
INSTALLATION QTY									2		2	

Fact Sheet: C-37 MN-0707 COMM MOD (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	2	9.019	2	9.190			9	41.882
KITS NONRECUR		0.400		0.400				3.200
EQUIPMENT								
EQUIP NONREC								12.037
CHANGE ORDERS								
DATA								3.246
SIM/TRAINER								
SUPPORT-EQUIP								2.813
INSTALLATION OF HARDWARE								
FY-11 2 KITS							[2]	
FY-12 2 KITS							[2]	
FY-13 1 KITS	[1]						[1]	
FY-14 2 KITS			[2]				[2]	
FY-15 2 KITS					[2]		[2]	
TOTAL INSTALL	1		2		2		9	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	2	9.419	2	9.590			9	63.178
INSTALLATION QTY	1		2		2		9	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 9 Months Follow-On Lead Time: 9 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)					03/11	03/12	03/13	03/14	03/15
Delivery Date (Month/CY)					12/11	12/12	12/13	12/14	12/15

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																					1		1		1		1		1			
Output																						1		1		1		1		1		

	FY-15				FY-16			
Quarter	1	2	3	4	1	2	3	4
Input	1		1		1		1	
Output		1		1		1		1

Description/Justification

These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to correct FAA identified deficiencies.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN		0.298		0.314		0.313		0.320		0.290		0.287
INITIAL SPARES (EXEMPT)												
TOTAL COST (BP-1100)		0.298		0.314		0.313		0.320		0.290		0.287
(Totals may not add due to rounding)												

Fact Sheet: C-37 MN-99999S SERVICE BULLETINS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SERVICE BLTN		0.291		0.300				2.413
INITIAL SPARES (EXEMPT)								
TOTAL COST (BP-1100)		0.291		0.300				2.413
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the ten C-37 aircraft and associated training systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/S

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC		0.119		0.113		0.115		0.111		0.148		0.159
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.119		0.113		0.115		0.111		0.148		0.159

Fact Sheet: C-37 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MISC		0.162		0.162				1.089
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.162		0.162				1.089

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: GLID00				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$0.246	$0.119	$0.120	$0.000	$0.120	$0.123	$0.126	$0.128	$0.131

This line item funds modifcations to the TG-10, TG-14 and TG-15 gliders and T-41, T-51 and UV-18 aircraft used at the US Air Force Academy. The primary effort in FY10 is low cost modifications.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	99999X	LOW COST MODIFICATIO	0.2	0.1	0.1			0.1	0.1	0.1	0.1		3.6
TOTAL FOR CLASS P			0.2	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.0	3.6
TOTAL FOR WEAPON SYSTEM GLID00			0.2	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.0	3.6

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

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Description/Justification

Low Cost Modifications encompass efforts, including service bulletins, necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for all United States Air Force Academy TG-10, TG-14, TG-15, UV-18, T-41, and T-51 (Cessna 150) aircraft and associated training systems.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		2.559		0.246		0.119		0.120		0.123		0.126
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.559		0.246		0.119		0.120		0.123		0.126

Fact Sheet: GLID00 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.128		0.131				3.552
TOTAL COST (BP-1100)		0.128		0.131				3.552
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: T-6				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$20.697	$32.968	$24.644	$0.000	$24.644	$31.507	$16.348	$16.478	$16.773

The Joint Primary Aircraft Training System (JPATS) will replace the USAF T-37B and USN T-34C training aircraft and their associated ground based training systems. The JPATS T-6A aircraft provides significant improvements over the aircraft it is replacing, including a 0/0 ejection seat which accommodates a larger anthropometric pilot population, a pressurized cockpit, anti-g capability, and increased birdstrike protection. The primary modifications in FY10 include the Traffic Alert and Collision Avoidance System as well as efforts to address avionics, propulsion and structural deficiencies. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	37222	Landing Gear Shimmy			0.6			0.7	0.8	0.8	0.8	4.7	8.3
	37224	Power Control Lever			0.1			0.3	1.9	1.4			3.7
	37225	OBOGS Low Pressure Swit		1.1	2.0			2.1	1.3				6.6
	37226	Landing Gear Door Spring H		0.2	1.6			2.1					3.8
	37227	IDARS-MFOQA		4.4	0.3								4.6
	37229	ATD Visual System Retrofit			5.6			5.7	5.2	6.5			23.1
	9847	Avionics Obsolesence	4.5	1.0	1.3			2.2	0.7	0.4	7.5		21.1
	9848	Trim Actuator Redesign	0.8	0.5				0.1					2.3
	9854	Oil Pressure Annunciation S	0.0										1.0
	9857	Traffic Advisory System	6.6	9.6	9.4			1.4					29.3
	9871	COCKPIT UPGRADES	0.8	0.5	0.0								6.7
	9873	Canopy Fracture Initiation S		2.0				2.0	2.1	2.1			8.2
	9874	T-6 ENGINE MODIFICATIO		9.8				11.5	1.0	0.7	3.8		26.8
	9875	LANDING GEAR HANDLE		0.7	0.8								1.5
	9876	AIRFRAME STRUCTURAL	5.9	1.3	0.9			1.4	1.3	2.5	2.7		23.6

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: T-6				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$20.697	$32.968	$24.644	$0.000	$24.644	$31.507	$16.348	$16.478	$16.773

The Joint Primary Aircraft Training System (JPATS) will replace the USAF T-37B and USN T-34C training aircraft and their associated ground based training systems. The JPATS T-6A aircraft provides significant improvements over the aircraft it is replacing, including a 0/0 ejection seat which accommodates a larger anthropometric pilot population, a pressurized cockpit, anti-g capability, and increased birdstrike protection. The primary modifications in FY10 include the Traffic Alert and Collision Avoidance System as well as efforts to address avionics, propulsion and structural deficiencies. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	99999X	LOW COST MODIFICATIO	2.0	2.0	2.0			2.0	2.0	2.0	2.0		16.4
TOTAL FOR CLASS P			20.7	33.0	24.6	0.0	24.6	31.5	16.3	16.5	16.8	4.7	187.0
TOTAL FOR WEAPON SYSTEM T-6			20.7	33.0	24.6	0.0	24.6	31.5	16.3	16.5	16.8	4.7	187.0

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

Description/Justification

Fund landing gear shimmy investigation and correction. By design, the T-6A aircraft (both USN and USAF) is susceptible to nose wheel shimmy during takeoff and landing. In some cases the shimmy can be severe. The shimmy has the potential to compromise aircraft directional control on the runway during landing roll out. When the shimmy reaches an unacceptable level, maintenance activity must replace parts (nose wheel and tire, and occasionally the nose strut) as corrective action. A friction collar will be added to the landing gear to reduce the shimmy problem. Funding will be used to procure the kits. Installation of the hardware will be done organically. Effort will start in FY2011 and will install approximately 41 kits per year until the fleet is complete.

This is a FY2011 new start.

Aircraft Breakdown: Active 448, Reserve , ANG , Total 448

Development Status

Hawker Beechcraft Corporation (HBC) developed a design change to mitigate the shimmy. FAA certification is anticipated by Feb FY2010.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							41	0.615	41	0.697	41	0.759
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							41	0.615	41	0.697	41	0.759

Fact Sheet: T-6 MN-37222 Landing Gear Shimmy (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	41	0.779	41	0.779	243	4.674	448	8.303
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	41	0.779	41	0.779	243	4.674	448	8.303

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)				06/11	06/12	06/13	06/14	06/15	06/16	06/17	06/18	06/19	06/20	06/21	06/22
Delivery Date (Month/CY)				12/11	12/12	12/13	12/14	12/15	12/16	12/17	12/18	12/19	12/20	12/21	12/22

Description/Justification

The USAF experienced an unintended engine shutdown in flight that resulted in the loss of the aircraft. The Safety Board recommended that a guard be installed on the engine Power Control Lever (PCL). Additionally, there have been discrepancies with the PCL design allowing Foreign Object Debris (FOD) to fall into the PCL opening within the cockpit. The Power Quadrant Assembly modification will implement the retrofit and upgrade activities of the PCL. The design changes the PCL from a one piece assembly to a two piece assembly. The $85K starting in FY2011 is for Other Government Costs (OGC) associated with drawings and kit proofing. Kit production begins in FY2012.

This is a FY2011 new start.

Kits and installations are not separately priced.

Aircraft Breakdown: Active 448, Reserve 0, ANG 0, Total 448

Development Status

Corrective Action: Upgrade the PCL design to include Cut-Off Protection device and to include a FOD Guard.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									40	0.328	234	1.937
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC								0.085				
INSTALLATION OF HARDWARE												
FY-12 40 KITS									[40]			
FY-13 234 KITS											[234]	
FY-14 174 KITS												
TOTAL INSTALL									40		234	
TOTAL COST (BP-1100)								0.085	40	0.328	234	1.937
(Totals may not add due to rounding)												
INSTALLATION QTY									40		234	

Fact Sheet: T-6 MN-37224 Power Control Lever (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	174	1.399					448	3.664
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.085
INSTALLATION OF HARDWARE								
FY-12 40 KITS							[40]	
FY-13 234 KITS							[234]	
FY-14 174 KITS	[174]						[174]	
TOTAL INSTALL	174						448	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	174	1.399					448	3.749
INSTALLATION QTY	174						448	

Method of Implementation: COMBINATION

Initial Lead Time: 6 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14
Contract Date (Month/CY)					02/12	11/12	11/13
Delivery Date (Month/CY)					08/12	11/12	11/13

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																					40	59	58	59	58	59	59	56
Output																					40	59	58	59	58	59	59	56

Description/Justification

Issue: There are two projects affecting the On-Board Oxygen Generating System (OBOGS). One is the low pressure switch and the other corrects concentrator deficiences with OBOGS warning light in the cockpit.

Corrective Action: Procure new low pressure switches for the OBOGS. Change software and add an outlet filter to the OBOGS concentrators. Procure new OBOGS concentrators for aircraft, cut into production, authorize retrofit, and develop Technical Manual (TM) changes.

Kits and installations not separately priced.

Aircraft Breakdown: Active 448, Reserve 0, ANG 0, Total 448

Development Status

Development began in FY07 with related RDT&E funding in Program Element 0604233F.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					72	1.098	144	2.036	144	2.073	88	1.348
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALL KITS												
INSTALLATION OF HARDWARE												
FY-10 72 KITS					[72]							
FY-11 144 KITS							[144]					
FY-12 144 KITS									[144]			
FY-13 88 KITS											[88]	
TOTAL INSTALL					72		144		144		88	
TOTAL COST (BP-1100) (Totals may not add due to rounding)					72	1.098	144	2.036	144	2.073	88	1.348
INSTALLATION QTY					72		144		144		88	

Fact Sheet: T-6 MN-37225 OBOGS Low Pressure Switch and Concentrator (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							448	6.555
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALL KITS								
INSTALLATION OF HARDWARE								
FY-10 72 KITS							[72]	
FY-11 144 KITS							[144]	
FY-12 144 KITS							[144]	
FY-13 88 KITS							[88]	
TOTAL INSTALL							448	
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							448	6.555
INSTALLATION QTY							448	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)			02/10	02/11	02/12	02/13
Delivery Date (Month/CY)			02/10	02/11	02/12	02/13

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											36	36	36	36	36	36	36	36	36	36	36	36	16	
Output											36	36	36	36	36	36	36	36	36	36	36	36	16	

Description/Justification

Issue: Canadian Fleet data / USAF test data indicated cracking problems will occur in the Main Landing Gear (MLG) Bellcrank, MLG inboard gear door, and MLG inboard gear door spring housing.
Corrective Action: Redesign these components to improve the service life.

The contractor has provided the USG with a System Design Review Briefing. The USG will release an RFP requesting that the contractor design a new Spring Housing and Bellcrank consistent with the briefing that was provided. General landing gear issues will be accomplished under this modification such as landing gear handles, rudder position sensors, pushrods, and bellcranks.

Kits and installs not separately priced.

Aircraft Breakdown: Active 448, Reserve 0, ANG 0, Total 448

Development Status

Development began in FY2007 with related RDT&E funding in Program Element 0604233F.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					16	0.196	255	1.561	177	2.070		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALL KITS												
INSTALLATION OF HARDWARE												
FY-10 16 KITS					[16]							
FY-11 255 KITS							[255]					
FY-12 177 KITS									[177]			
TOTAL INSTALL					16		255		177			
TOTAL COST (BP-1100)					16	0.196	255	1.561	177	2.070		
(Totals may not add due to rounding)												
INSTALLATION QTY					16		255		177			

Fact Sheet: T-6 MN-37226 Landing Gear Door Spring Housing, Bellcrank & Pushrods (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							448	3.827
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALL KITS								
INSTALLATION OF HARDWARE								
FY-10 16 KITS							[16]	
FY-11 255 KITS							[255]	
FY-12 177 KITS							[177]	
TOTAL INSTALL							448	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							448	3.827
INSTALLATION QTY							448	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)			01/10	01/11	01/12
Delivery Date (Month/CY)			01/10	01/11	01/12

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										5	5	6		85	85	85		59	59	59
Output										5	5	6		85	85	85		59	59	59

Description/Justification

Military Fight Operations Quality Assurance (MFOQA) is a comprehensive program initiated by the airlines to improve flight safety and operational efficiency through the routine collection and analysis of digital flight operational data. The primary goal of MFOQA is to reduce preventable mishaps. MFOQA data are analyzed to identify operational and safety problems, correct the root cause of problems, and measure the effectiveness of implemented solutions. Analysis of MFOQA data enables early identification of trends that indicate deteriorations of operational integrity and signal the need for operational changes. During summer 2000, funding and implementation for MFOQA was endorsed in a Memorandum of Agreement among the Joint Service Safety Chiefs (JSSC). The Air Force Safety Center (AFSC) is the lead in the Air Force MFOQA program. AFSC did an initial evaluation of the data available on the T-6 aircraft and identified deficiencies in the data available from the Integrated Data Acquisition Recording System (IDARS). AFSC directly contracted with Smiths Aerospace to correct these deficiencies and to generate a new MFOQA data file on a removable flash memory card. After this IDARS Update successfully completes flight test, the program office will contract with Hawker Beechcraft Corporation to integrate this IDARS update into the T-6 aircraft. AFSC and Air Education and Training Command (AETC) will develop the analysis tools to be used by AETC in the analysis of the collected MFOQA data.

Kits and installations not separately priced.

FY 2011 funding acquires data.

Aircraft Breakdown: Active 448, Reserve 0, ANG 0, Total 448

Development Status

Development began in FY07 with RDT&E funding from Air Force Safety Center reprogrammed into Program Element 0604233F.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		0.744										
PROCUREMENT (3010)												
INSTALL KITS					448	4.351						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.254				
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10 448 KITS							[448]					
TOTAL INSTALL							448					
TOTAL COST (BP-1100)					448	4.351		0.254				
(Totals may not add due to rounding)												
INSTALLATION QTY							448					

Fact Sheet: T-6 MN-37227 IDARS-MFOQA (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								0.744
PROCUREMENT (3010)								
INSTALL KITS							448	4.351
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.254
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-10 448 KITS							[448]	
TOTAL INSTALL							448	
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							448	4.605
INSTALLATION QTY							448	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 10 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)				06/10
Delivery Date (Month/CY)				04/11

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																			224	224
Output																			224	224

Description/Justification

Air Education and Training Command (AETC) has a requirement to modernize the projectors in 51 Aircrew Training Devices (ATD) -- Operational and Instrument Flight Trainers (OFT and IFT) -- improving their reliability, maintainability, availability, and resolution. The end of life for some of the currently fielded projectors is forecast for 2010 and needs immediate action to perform the market research, data analysis, and non-recurring engineering required to meet replacement need dates. If this analysis is not performed, the JPATS program will not be able to take advantage of cheaper, dramatically improved advancements in visual technology for the OFTs and IFTs.

Kits and installations are not separately priced.

This is a FY2011 new start.

Aircraft Breakdown: Active 51, Reserve 0, ANG 0, Total 51

Development Status

Development began September of FY2008. Demonstration of the Visual system retrofit occured in October of FY2009.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							12	5.635	13	5.736	12	5.227
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-11 12 KITS							[12]					
FY-12 13 KITS									[13]			
FY-13 12 KITS											[12]	
FY-14 14 KITS												
TOTAL INSTALL							12		13		12	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							12	5.635	13	5.736	12	5.227
INSTALLATION QTY							12		13		12	

Fact Sheet: T-6 MN-37229 ATD Visual System Retrofit (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	14	6.501					51	23.099
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-11 12 KITS							[12]	
FY-12 13 KITS							[13]	
FY-13 12 KITS							[12]	
FY-14 14 KITS	[14]						[14]	
TOTAL INSTALL	14						51	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	14	6.501					51	23.099
INSTALLATION QTY	14						51	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14
Contract Date (Month/CY)				01/11	01/12	01/13	01/14
Delivery Date (Month/CY)				07/11	01/12	01/13	01/14

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																12				13				12				14
Output																12				13				12				14

Description/Justification

This modification replaces various avionics components due to diminishing supplier base and/or technical obsolescence. There is currently an obsolescence issue with Electrical Illuminescent Displays (EID) and Distance Measuring Equipment (DME), Brushless Condensor Blower Motor, Very High Frequency (VHF) Communications, VHF Navigation, and EFIS due to diminishing manufacturing sources and material shortages. The JPATS program is expected to have continuous avionics obsolescence issues and will replace parts as needed over the life of the system.

The auto ignition relay (p/n KMU5AL) is a high maintenance driver with a mean-time before removal (MTBR) of approximately 827 hours. A more reliable relay is required to reduce maintenance man-hours and increase reliability of the auto-ignition system.

Note: Kit cost varies by year since some aircraft will go on the modification line more than one time as various parts of the avionics obsolesence upgrade are completed.

Kits and installations are not separately priced.

Aircraft Breakdown: Active 448, Reserve 0, ANG 0, Total 448

Development Status

Development is ongoing and will recur as obsolescence issues occur.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	36	3.500	66	4.500	20	1.002	74	1.299	64	2.193	16	0.703
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												

Fact Sheet: T-6 MN-9847 Avionics Obsolesence (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-08 36 KITS	36											
FY-09 66 KITS			[66]									
FY-10 20 KITS					[20]							
FY-11 74 KITS							[74]					
FY-12 64 KITS									[64]			
FY-13 16 KITS											[16]	
FY-14 68 KITS												
FY-15 104 KITS												
TOTAL INSTALL	36		66		20		74		64		16	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	36	3.500	66	4.500	20	1.002	74	1.299	64	2.193	16	0.703
INSTALLATION QTY	36		66		20		74		64		16	

Fact Sheet: T-6 MN-9847 Avionics Obsolesence (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	68	0.437	104	7.499			448	21.133
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								
INSTALLATION OF HARDWARE								
FY-08 36 KITS							[36]	
FY-09 66 KITS							[66]	
FY-10 20 KITS							[20]	
FY-11 74 KITS							[74]	
FY-12 64 KITS							[64]	
FY-13 16 KITS							[16]	
FY-14 68 KITS	[68]						[68]	
FY-15 104 KITS			[104]				[104]	
TOTAL INSTALL	68		104				448	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	68	0.437	104	7.499			448	21.133
INSTALLATION QTY	68		104				448	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)		06/08	12/08	12/09	12/10	12/11	12/12	12/13	12/14
Delivery Date (Month/CY)		06/08	12/08	12/09	12/10	12/11	12/12	12/13	12/14

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							18	18	16	16	17	17	5	5	5	5	18	18	19	19	16	16	16	16	4	4	4	4	17	17	17	17
Output							18	18	16	16	17	17	5	5	5	5	18	18	19	19	16	16	16	16	4	4	4	4	17	17	17	17

	FY-15			
Quarter	1	2	3	4
Input	26	26	26	26
Output	26	26	26	26

Description/Justification

Redesign of the trim actuator will allow more responsive elevator trim movement for safer, more efficient operation during critical phases of flight such as takeoff and landing. There are three (3) trim actuators per aircraft: rudder, elevator, and aileron. New actuators include force limiting clutches in all three locations. The elevator actuator operates at a faster rate than the other two. The project includes rudder trim modification as depot level (mod line) work and field retrofit for the elevator. The total effort procures 300 elevator and 300 rudder trim kits, one of each kit for each fielded aircraft. The second half of the rudder trim kits will be installed in conjunction with the Traffic Advisory System (TAS) upgrade and will be completed during FY2012. The $84K budgeted in FY2012 is to complete the rudder trim installations that will be combined with TAS (MN 9857).

Kits and installations not separately priced.

Aircraft Breakdown: Active 300, Reserve 0, ANG 0, Total 300

Development Status

Development is complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	175	0.889	90	0.799	35	0.481						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT										0.084		
INSTALLATION OF HARDWARE												
FY-07 101 KITS	101											
FY-08 74 KITS	74											
FY-09 90 KITS			[90]									
FY-10 35 KITS					[35]							
TOTAL INSTALL	175		90		35							
TOTAL COST (BP-1100)	175	0.889	90	0.799	35	0.481				0.084		
(Totals may not add due to rounding)												
INSTALLATION QTY	175		90		35							

Fact Sheet: T-6 MN-9848 Trim Actuator Redesign (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							300	2.169
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								0.084
INSTALLATION OF HARDWARE								
FY-07 101 KITS							[101]	
FY-08 74 KITS							[74]	
FY-09 90 KITS							[90]	
FY-10 35 KITS							[35]	
TOTAL INSTALL							300	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							300	2.253
INSTALLATION QTY							300	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 2 Months Follow-On Lead Time: 2 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)		10/06	10/07	10/08	10/09
Delivery Date (Month/CY)		12/06	12/07	12/08	12/09

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input						34	34	33	18	18	19	19	22	22	23	23	8	9	9	9
Output						34	34	33	18	18	19	19	22	22	23	23	8	9	9	9

Description/Justification

Funds Oil Pressure Warning System. There was originally no caution or warning given in the pilot's field of view (FOV) if oil pressure dropped below 40 psi. That low oil pressure situation was difficult for pilots to recognize during aerobatics and was first identified as an issue by the Safety Investigation Board in a Class B mishap in September 2001. The report subject name is (U) T-6A, Class B, Aircraft Flight, Engine Confined Non-FOD, Final Evaluation 20010801TYMX001B.

Kits and installations are not separately priced.

Aircraft Breakdown: Active 448, Reserve 0, ANG 0, Total 448

Development Status

Development complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	442	0.978	6	0.040								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALL KITS												
INSTALLATION OF HARDWARE												
FY-07 103 KITS	103											
FY-08 339 KITS	339											
FY-09 6 KITS			[6]									
TOTAL INSTALL	442		6									
TOTAL COST (BP-1100)	442	0.978	6	0.040								
(Totals may not add due to rounding)												
INSTALLATION QTY	442		6									

Fact Sheet: T-6 MN-9854 Oil Pressure Annunciation System (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							448	1.018
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALL KITS								
INSTALLATION OF HARDWARE								
FY-07 103 KITS							[103]	
FY-08 339 KITS							[339]	
FY-09 6 KITS							[6]	
TOTAL INSTALL							448	
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							448	1.018
INSTALLATION QTY							448	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 2 Months Follow-On Lead Time: 2 Months

Milestones

	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)		01/07	01/08	01/09
Delivery Date (Month/CY)		03/07	03/08	03/09

Installation Schedule

	FY-06				FY-07				FY-08				FY-09			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input						35	35	33	85	85	85	84		6		
Output						35	35	33	85	85	85	84		6		

Description/Justification

Current T-6A configuration incorporates the Navy Air Collision Warning System (NACWS) that was designed to operate with FAA ground radar low pulse repetition frequency (PRF) that has since been upgraded to high PRF. As a result of the FAA radar changes, NACWS operates in a degraded mode. This modification removes NACWS and replaces it with the Traffic Alert Collision Avoidance System (TCAS) or Traffic Avoidance System (TAS) that operates with the current FAA ground radar at high PRF. Failure to accomplish this modification will present pilots, including students, with increased risk of in-flight collision. FY2008 includes upgrade of the Ground Based Training System (GBTS) to reflect TAS changes. The $1.444 in FY12 is to complete installions being done in conjunction with the Trim Actuator Redesign (MN 9848).

Kits and installations are not separately priced.

Aircraft Breakdown: Active 273, Reserve 0, ANG 0, Total 273

Development Status

Program direction and acquisition strategy are complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	31	2.292	61	6.596	88	9.560	93	9.433		1.444		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TRAINING												
INSTALLATION OF HARDWARE												
FY-08 31 KITS			[31]									
FY-09 61 KITS			[36]		[25]							
FY-10 88 KITS					[48]		[40]					
FY-11 93 KITS							[50]		[43]			
TOTAL INSTALL			67		73		90		43			
TOTAL COST (BP-1100) (Totals may not add due to rounding)	31	2.292	61	6.596	88	9.560	93	9.433		1.444		
INSTALLATION QTY			67		73		90		43			

Fact Sheet: T-6 MN-9857 Traffic Advisory System (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							273	29.325
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TRAINING								
INSTALLATION OF HARDWARE								
FY-08 31 KITS							[31]	
FY-09 61 KITS							[61]	
FY-10 88 KITS							[88]	
FY-11 93 KITS							[93]	
TOTAL INSTALL							273	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							273	29.325
INSTALLATION QTY							273	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 5 Months Follow-On Lead Time: 1 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)		06/08	02/09	02/10	02/11
Delivery Date (Month/CY)		11/08	03/09	03/10	03/11

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									13	18	18	18	18	18	18	19	22	22	23	23	23	20		
Output									13	18	18	18	18	18	18	19	22	22	23	23	23	20		

Description/Justification

The cockpit has a number of deficiencies which impact the effectiveness and efficiency of the aircraft's training capability in flight. These include inadequate cockpit lighting, storage, and visibility using the current mirrors. Second, seven of the circuit breakers that must be pulled in certain emergency situations need collars to do so easily with gloved hands. Third, the aircraft canopy seal leaks on the ground during rain storms. This allows water to accumulate in the cockpit with no convenient drain. Finally, maintenance personnel must remove the entire Power Control Lever (PCL) in order to fix relatively frequent switch failures in the PCL handle causing excessive maintenance down time for a relatively minor failure.

Corrective Action: Upgrade the cockpit lighting, storage and mirrors to allow more efficient effective training in flight. Add a water intrusion barrier and improve canopy seal to ensure the canopy remains sealed during rain storms. Redesign the PCL to allow easier/quicker switch fixes in the PCL handle. Efforts in FY2010 and FY2011 are required to complete the field retrofit kits.

Kits and installations are not separately priced.

Aircraft Breakdown: Active 76, Reserve 0, ANG 0, Total 76

Development Status

Development effort is complete.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	67	5.408	5	0.816	3	0.472	1	0.011				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
INSTALLATION OF HARDWARE												
FY-05 19 KITS	19											
FY-06 16 KITS	16											
FY-07 16 KITS	16											
FY-08 16 KITS	12		[4]									
FY-09 5 KITS			[5]									
FY-10 3 KITS					[3]							
FY-11 1 KITS							[1]					
TOTAL INSTALL	63		9		3		1					
TOTAL COST (BP-1100)	67	5.408	5	0.816	3	0.472	1	0.011				

Fact Sheet: T-6 MN-9871 COCKPIT UPGRADES (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
(Totals may not add due to rounding)												
INSTALLATION QTY	63		9		3		1					

Fact Sheet: T-6 MN-9871 COCKPIT UPGRADES (Continued)
(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							76	6.707
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								
INSTALLATION OF HARDWARE								
FY-05 19 KITS							[19]	
FY-06 16 KITS							[16]	
FY-07 16 KITS							[16]	
FY-08 16 KITS							[16]	
FY-09 5 KITS							[5]	
FY-10 3 KITS							[3]	
FY-11 1 KITS							[1]	
TOTAL INSTALL							76	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							76	6.707
INSTALLATION QTY							76	

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 3 Months Follow-On Lead Time: 3 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)		12/04	12/05	12/06	12/07	12/08	12/09	12/10
Delivery Date (Month/CY)		03/05	03/06	03/07	03/08	03/09	03/10	03/11

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input						7	4	4	4	4	4	4	4	4	4	4	4	4	4	4	5	4				3				1		
Output							7	4	4	4	4	4	4	4	4	4	4	4	4	4	5	4	4			3				1		

Description/Justification

Modify the production configuration to remove and replace the current Canopy Fracturing Inititation System (CFIS). The new CFIS will improve reliability, reduce maintenance and significantly reduce the cost of the ejection CFIS. The T-6A aircrew escape system uses a laser-based canopy initiation system. The existing initiation system has proven to be costly for fleet replenishment of expired items and for maintenance issues. The current system is less reliable than initially anticipated relative to performance over the four-year installed life for the three laser initiators. Seat movement detection laser (SMDL) initiator failure investigation, report Doc. No. STR04-001, dated 27 June 05, estimates its useful life is about half the desired four-year installed life.

Kits and installations not separately priced.

Aircraft Breakdown: Active 448, Reserve 0, ANG 0, Total 448

Development Status

Development began in FY2008 with related RDT&E funding in Program Element 0604233F.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					112	2.000			112	2.000	112	2.060
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10 112 KITS							[112]					
FY-12 112 KITS											[112]	
FY-13 112 KITS												
FY-14 112 KITS												
TOTAL INSTALL							112				112	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					112	2.000			112	2.000	112	2.060
INSTALLATION QTY							112				112	

Fact Sheet: T-6 MN-9873 Canopy Fracture Initiation System (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	112	2.122					448	8.182
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-10 112 KITS							[112]	
FY-12 112 KITS							[112]	
FY-13 112 KITS	[112]						[112]	
FY-14 112 KITS			[112]				[112]	
TOTAL INSTALL	112		112				448	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	112	2.122					448	8.182
INSTALLATION QTY	112		112				448	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14
Contract Date (Month/CY)			06/10		11/12	11/13	11/14
Delivery Date (Month/CY)			12/10		11/12	11/13	11/14

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													28	28	28	28					28	28	28	28	28	28	28	28	28	28	28	28
Output													28	28	28	28					28	28	28	28	28	28	28	28	28	28	28	28

Description/Justification

T-6A engine RA0086 had a PT2 blade libration 11 August 2005. Event findings revealed that PT2 blades in T-6A PT6A-68 engines are subject to cracking and possible failure before the first engine overhaul and that blades and engines may not reach the 9,000 hour safety limit. Engine/blade redesign and other upgrades to correct engine deficiencies are anticipated. Specific liability (contractor or government) has yet to be determined.

Kits and installations are not separately priced.

Aircraft Breakdown: Active 348, Reserve 0, ANG 0, Total 348

Development Status

Corrective action development funded by contractor.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					80	9.795			115	11.462	45	0.989
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10 80 KITS					[40]		[40]					
FY-12 115 KITS									[115]			
FY-13 45 KITS											[45]	
FY-14 50 KITS												
FY-15 58 KITS												
TOTAL INSTALL					40		40		115		45	
TOTAL COST (BP-1100) (Totals may not add due to rounding)					80	9.795			115	11.462	45	0.989
INSTALLATION QTY					40		40		115		45	

Fact Sheet: T-6 MN-9874 T-6 ENGINE MODIFICATION (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	50	0.740	58	3.770			348	26.756
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-10 80 KITS							[80]	
FY-12 115 KITS							[115]	
FY-13 45 KITS							[45]	
FY-14 50 KITS	[50]						[50]	
FY-15 58 KITS			[58]				[58]	
TOTAL INSTALL	50		58				348	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	50	0.740	58	3.770			348	26.756
INSTALLATION QTY	50		58				348	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)			01/10		11/11	11/12	11/13	11/14
Delivery Date (Month/CY)			07/10		05/12	05/13	05/14	05/15

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												40	40						57	58			22	23			25	25			29	29
Output												40	40						57	58			22	23			25	25			29	29

Description/Justification

This modification corrects a number of identified deficiencies in the T-6A landing gear handle. Changes include:

1. Redesign of the switch activating cams
2. Replacement of incandescent lamps with LED lamps
3. Change the Programmable Logic input structure to use comparators for improved voltage thresholds
4. Replacement of annunciator lamps with LED lamps for reduced maintenance
5. Add handle slot cover to prevent Foreign Object Damage (FOD)
6. Redesign of the down lock solenoid
7. Change the material of cams to a non-magnetic type

In addition, the prime contractor and program office are investigating:

1. Addition of a redundant path for gear activation
2. Use of LED lighting for text panel
3. Addition of a redundant power input for the down lock solenoid

Kits and installations are not separately priced.

Aircraft Breakdown: Active 448, Reserve 0, ANG 0, Total 448

Development Status

Development began in FY2007 and is on-going for the multiple efforts within this modification.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					240	0.721	208	0.824				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

Fact Sheet: T-6 MN-9875 LANDING GEAR HANDLE REDESIGN (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-10 240 KITS					[180]		[60]					
FY-11 208 KITS							[159]		[49]			
TOTAL INSTALL					180		219		49			
TOTAL COST (BP-1100) (Totals may not add due to rounding)					240	0.721	208	0.824				
INSTALLATION QTY					180		219		49			

Fact Sheet: T-6 MN-9875 LANDING GEAR HANDLE REDESIGN (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							448	1.545
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-10 240 KITS							[240]	
FY-11 208 KITS							[208]	
TOTAL INSTALL							448	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							448	1.545
INSTALLATION QTY							448	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 1 Months Follow-On Lead Time: 1 Months

Milestones

	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)			12/09	11/10
Delivery Date (Month/CY)			01/10	12/10

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										60	60	60	60	53	53	53	49			
Output										60	60	60	60	53	53	53	49			

Description/Justification

Modify, upgrade and replace various airframe structural components and/or aircraft skins due to unforeseen fatigue and wear issues.

Kits and installations not separately priced.

Aircraft Breakdown: Active 448, Reserve 0, ANG 0, Total 448

Development Status

Development will occur as required.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	41	7.329	87	5.946	35	1.292	45	0.891	50	1.420	60	1.325
KITS NONRECUR		0.133										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 1 KITS	1											
FY-08 40 KITS	30		[10]									
FY-09 87 KITS			[67]		[20]							
FY-10 35 KITS					[27]		[8]					
FY-11 45 KITS							[34]		[11]			
FY-12 50 KITS									[38]		[12]	
FY-13 60 KITS											[46]	
FY-14 65 KITS												
FY-15 65 KITS												
TOTAL INSTALL	31		77		47		42		49		58	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	41	7.462	87	5.946	35	1.292	45	0.891	50	1.420	60	1.325
INSTALLATION QTY	31		77		47		42		49		58	

Fact Sheet: T-6 MN-9876 AIRFRAME STRUCTURAL IMPROVEMENTS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	65	2.500	65	2.725			448	23.428
KITS NONRECUR								0.133
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-06 1 KITS							[1]	
FY-08 40 KITS							[40]	
FY-09 87 KITS							[87]	
FY-10 35 KITS							[35]	
FY-11 45 KITS							[45]	
FY-12 50 KITS							[50]	
FY-13 60 KITS	[14]						[60]	
FY-14 65 KITS	[50]		[15]				[65]	
FY-15 65 KITS			[50]		[15]		[65]	
TOTAL INSTALL	64		65		15		448	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	65	2.500	65	2.725			448	23.561
INSTALLATION QTY	64		65		15		448	

Method of Implementation: COMBINATION

Initial Lead Time: 3 Months Follow-On Lead Time: 3 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)		12/05		01/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15
Delivery Date (Month/CY)		03/06		04/08	04/09	04/10	04/11	04/12	04/13	04/14	04/15

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								1						10	10	10	10	20	20	27	20	9	9	9	8	11	11	12	11	12	13	13
Output								1						10	10	10	10	20	20	27	20	9	9	9	8	11	11	12	11	12	13	13

	FY-13				FY-14				FY-15				FY-16			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	13	15	15	15	15	16	16	17	16	16	16	17	15			
Output	13	15	15	15	15	16	16	17	16	16	16	17	15			

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the T-6 aircraft and associated training systems.

Aircraft Breakdown: Active 448, Reserve 0, ANG 0, Total 448

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		2.429		2.000		2.000		2.000		2.000		2.000
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.429		2.000		2.000		2.000		2.000		2.000
INSTALLATION QTY												

Fact Sheet: T-6 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		2.000		2.000				16.429
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		2.000		2.000				16.429
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-14				FY-15				FY-16				FY-17				FY-18				FY-19				FY-20			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: T-1				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$10.245	$0.035	$0.083	$0.000	$0.083	$0.268	$0.273	$0.278	$0.284

This line item funds modifications to the T-1A aircraft. The T-1A is a missionized Beech 400A used in the Airlift/Tanker track of USAF Specialized Undergraduate Pilot Training (SUPT) and in Combat Systems Officer (CSO) training for Air Education and Training Command (AETC). It is powered by two Pratt and Whitney JT15D-5 turbofan engines mounted on the aft fuselage producing 2,900 pounds of thrust each. Avionics include UHF and VHF radios, INS, TACAN, ADF, and two VOR/ILS. Aircraft modified for CSO training will include a Global Positioning System (GPS)-driven synthetic radar and simulated Radar Warning Receiver (RWR) in the right seat flight deck position to be utilized by the student CSO. The primary effort in FY10 is low cost modifications.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	8996	COMBAT SYSTEMS OFFIC	10.2	0.0	0.0								29.0
	99999X	LOW COST MODIFICATIO	0.0	0.0	0.0			0.3	0.3	0.3	0.3		1.4
TOTAL FOR CLASS P			10.2	0.0	0.1	0.0	0.1	0.3	0.3	0.3	0.3	0.0	30.5
TOTAL FOR WEAPON SYSTEM T-1			10.2	0.0	0.1	0.0	0.1	0.3	0.3	0.3	0.3	0.0	30.5

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

Description/Justification

The T-1A Combat Systems Officer (CSO) modification program fulfills Air Education and Training Command (AETC) requirements to replace the existing T-43 Training System and redesign navigation training to produce aviators skilled in advanced navigation systems, electronic warfare, and weapons employment through modification of 21 existing T-1A aircraft. This modification provides for a Global Positioning System (GPS) driven simulated radar and simulated Radar Warning Receiver (RWR) which will be added to the flight deck right seat to be utilized by the student CSO. This station is to have configurable displays that will allow display of navigation instruments, related equipment, and a moving map system. Installation of an instructor's control panel at the jump seat will allow monitoring and instruction of the right seat student CSO as well as the capability of injecting simulated weather conditions to the front and rear CSO students. Installation of a second dedicated electronic warfare CSO student position and instructor controls in the rear passenger compartment will enable the simulation of the Countermeasures Dispensing System and the Self Protection Jammer (SPJ) controls and indicators.

Concurrent with, but separate from, the modification of 21 T-1A aircraft into the CSO configuration, Ground Based Training Systems (GBTS) devices will be procured. These devices will complement the CSO aircrew training conducted in the aircraft by emulating the front flight deck and CSO functions. Both the GBTS and the modified aircraft will be fielded at Naval Air Station (NAS) Pensacola consistent with the Base Realignment and Closure (BRAC) directive to relocate Navigation/Combat System Officer training from Randolph Air Force Base to NAS Pensacola.

This modification establishes the required full Contractor Operated and Managed Base Supply (COMBS) at NAS Pensacola to replace the partial COMBS that presently exists. The COMBS is separately funded.

A Firm Fixed Price contract is in place for modification of the 21 aircaft fleet. Kits and installations are priced together.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0, Total 21

Development Status

Not applicable.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	7	3.412	14	8.827								
KITS NONRECUR		6.178		0.083								
EQUIPMENT		6.460										
EQUIP NONREC												
CHANGE ORDERS		0.095		0.990								
DATA		1.400										
SIM/TRAINER												
SUPPORT-EQUIP												
PROGRAM MNGMT												
SOFTWARE												
TRAINING												
OGC		1.200		0.323		0.018		0.042				

Fact Sheet: T-1 MN-8996 COMBAT SYSTEMS OFFICER (CSO) TRAINING (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-08 7 KITS					[7]							
FY-09 14 KITS							[14]					
TOTAL INSTALL					7		14					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	7	18.745	14	10.223		0.018		0.042				
INSTALLATION QTY					7		14					

Fact Sheet: T-1 MN-8996 COMBAT SYSTEMS OFFICER (CSO) TRAINING (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							21	12.239
KITS NONRECUR								6.261
EQUIPMENT								6.460
EQUIP NONREC								
CHANGE ORDERS								1.085
DATA								1.400
SIM/TRAINER								
SUPPORT-EQUIP								
PROGRAM MNGMT								
SOFTWARE								
TRAINING								
OGC								1.583
INSTALLATION OF HARDWARE								
FY-08 7 KITS							[7]	
FY-09 14 KITS							[14]	
TOTAL INSTALL							21	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							21	29.028
INSTALLATION QTY							21	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months Follow-On Lead Time: 3 Months

Milestones

	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)			04/09	03/10
Delivery Date (Month/CY)			04/10	06/10

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input															3	4	3	4	3	4				
Output																3	4	3	4	3	4			

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the T-1 aircraft and associated training systems.

Aircraft Breakdown: Active 179, Reserve 0, ANG 0, Total 179

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.246		0.022		0.017		0.041		0.268		0.273
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.246		0.022		0.017		0.041		0.268		0.273

Fact Sheet: T-1 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.278		0.284				1.429
TOTAL COST (BP-1100)		0.278		0.284				1.429
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: T-38				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$46.380	$60.862	$28.288	$0.000	$28.288	$32.412	$32.713	$21.025	$21.410

The T-38 is a twin engine, two seat (tandem), supersonic jet trainer used by Air Education Training Command as an advanced trainer in Specialized Undergraduate Pilot Training. Modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The primary modifications budgeted in FY10 are the Escape System Upgrade Program (ESUP), Propulsion Modernization Program (PMP) and Improved Brake System Program (IBSP) and Pacer Classic III (a FY10 new start to ensure the structural service life of the T-38 to 2020). The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODI	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.2
TOTAL FOR CLASS P-S			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
P	37228	T-38 IMPROVED BRAKE S	1.7										1.7
	6034	T-38 PROPULSION MODE	20.2	13.7									662.3
	6087	T-38 ESCAPE SYSTEM UP	24.5	16.5	6.6			3.3	2.2				160.0
	6088	Pacer Classic III		30.6	21.7			29.1	30.5	21.0	21.4	41.7	195.9
	99999X	LOW COST MODIFICATIO	0.0	0.0	0.0			0.0	0.0	0.0	0.0		2.0
TOTAL FOR CLASS P			46.4	60.9	28.3	0.0	28.3	32.4	32.7	21.0	21.4	41.7	1022.0
TOTAL FOR WEAPON SYSTEM T-38			46.4	60.9	28.3	0.0	28.3	32.4	32.7	21.0	21.4	41.7	1022.2

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

Description/Justification

The T-38 Improved Brake System Program (IBSP) has been cancelled. It was going to replace the current wheel and brake and associated parts, add a new anti-skid capability, update Aircrew Training Devices (ATD). The IBSP was cancelled for two reasons: it was late to need relative to the planned retirement of the T-38 system and improved parts for the existing brake system had become available.

Some Other Government Costs (OGC) were incurred in FY2008 and FY2009 using the RDT&E, AF funds, prior to cancellation. These were Program Management and Administration (PMA) costs associated with support contracts, supplies and computer support. Residual funds will be reprogrammed to other Air Force requirements.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

This program has been cancelled.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		0.555		2.017								
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
CANX				1.686								
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				1.686								
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: T-38 MN-37228 T-38 IMPROVED BRAKE SYSTEM PROGRAM (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								2.572
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
CANX								1.686
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								1.686
INSTALLATION QTY								

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-15				FY-16				FY-17				FY-18				FY-19				FY-20				FY-21			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

The T-38 Propulsion System Modernization program includes: 1) J85-5 Engine Modernization; 2) Propulsion System Air Induction Inlet/332 Former/362 Bulkhead replacement; and 3) Propulsion System Ejector Nozzle Modification Upgrade.

J85-5 Engine Modernization: Improving engine components will decrease risk of failure, decrease risks to pilot production throughput, and increase overall aircraft safety. The engine has experienced two major mishaps, one minor mishap, and four incidences of rotor failures in previous years due to corrosion pit cracking. New spooled compressor design will eliminate corrosion safety concerns. More reliable engine components and spooled compressor rotor will decrease maintenance man-hours and overall T-38 system support costs. Engine Modernization Kits will be installed on engines at the Engine Regional Repair Facility in conjunction with regularly scheduled maintenance.

Propulsion System Air Induction Inlet/332 Former/362 Bulkhead/Ejector Nozzle Replacement: The modified inlet, when combined with the Ejector Nozzle, will increase single-engine performance during takeoff and landing. Stress corrosion cracks are developing in the propulsion system inlet at Fuselage Station (F.S.) 332 Former and F.S. 362 Bulkhead. Replacement of F.S. 332 Former/F.S. 362 Bulkhead in this program is the only solution to return structural integrity of the airframe. Data indicates crack growth will continue without former/bulkhead replacement. Stress corrosion cracking is unpredictable. Long term neglect will result in impact to safety.

Change Orders/Low Cost Modifications (labeled 'Other' below) are to fund things such as design variation resulting from age and tolerance variation of aircraft; studies, parts obsolescence, diminishing manufacturing sources, over and above/economic repairs found during or resulting from modification; results from integrated risk assessment; and necessary changes to support equipment, if required.

The T-38 PMP Program received a total of $47.6M from participating NATO countries in the Euro-NATO Joint Jet Pilot Training (ENJJPT) Program to execute the 456 aircraft program. These funds represent an estimated 25% cost share for the funding needed to modify aircraft based at Sheppard AFB with the Propulsion Modernization Program (PMP) MN-6034 Modification, PE 0804741F, Air Force Aircraft Procurement Appropriation. These NATO funds are not included in the FY04-FY10 Air Force baseline. The aircraft quantities shown below depict a 425 aircraft program and represent the planned 456 aircraft program minus the 25% NATO cost share (approximately 31 aircraft projected over the life of the program). Annual NATO costs required are as follows:

($M)	FY07	FY08	FY09	FY10	NATO Total
	$ 7.0	$31.4	$9.2	$0.0	$47.6

This schedule change revises the NATO funding profile and has not yet been reviewed/accepted by the ENJJPT Steering Committee. Failure to approve these changes may cause an overall program schedule revision. Due to the requirement for foreign NATO funding and varying lead times for PMP components, kit and installation quantities may appear out of balance.

Install kits below include inlets, bulkheads, and ejectors.

Note: In the funding table below, the Equipment line refers to engine kits purchased. It includes 425 aircraft (two engine kits for each aircraft plus modification kits for spare engines). Lead time for engines is 14 months, while lead time for other components is 6 months. Lead time for implemention of a new dock required for modification installation is 7 months.

Aircraft Breakdown: Active 425, Reserve 0, ANG 0, Total 425

Development Status

J-85 Upgraded Engine Components were developed under the Component Improvement Program (CIP).

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.000										
PROCUREMENT (3010)												
INSTALL KITS	368	93.586	57	9.843	0	0.000						
KITS NONRECUR												
EQUIPMENT	1008	433.880	[0]	0.000	[0]	0.000						
EQUIP NONREC												
CHANGE ORDERS		7.868		0.228		0.327						
DATA		0.100		0.000		0.015						
SIM/TRAINER												
SUPPORT-EQUIP		0.266										
OGC		8.699		0.678		0.365						
TOOLING		0.435										
TEST		9.706										
OTHER		10.108		0.245		3.641						
INSTALLATION OF HARDWARE												
FY-01 11 KITS	11	2.277										
FY-02 33 KITS	33	6.946										
FY-03 40 KITS	40	7.465										
FY-04 41 KITS	41	6.605										
FY-05 70 KITS	70	12.564										
FY-06 68 KITS	68	13.450										
FY-07 62 KITS	62	12.256										
FY-08 43 KITS	11	2.176	[32]	6.670								
FY-09 57 KITS			[12]	2.502	[45]	9.397						
TOTAL INSTALL	336	63.739	44	9.172	45	9.397						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	368	628.387	57	20.166		13.745						
INSTALLATION QTY	336		44		45							

Fact Sheet: T-38 MN-6034 T-38 PROPULSION MODERNIZATION PROGRAM (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								2.000
PROCUREMENT (3010)								
INSTALL KITS							425	103.429
KITS NONRECUR								
EQUIPMENT							[1,008]	433.880
EQUIP NONREC								
CHANGE ORDERS								8.423
DATA								0.115
SIM/TRAINER								
SUPPORT-EQUIP								0.266
OGC								9.742
TOOLING								0.435
TEST								9.706
OTHER								13.994
INSTALLATION OF HARDWARE								
FY-01 11 KITS							[11]	2.277
FY-02 33 KITS							[33]	6.946
FY-03 40 KITS							[40]	7.465
FY-04 41 KITS							[41]	6.605
FY-05 70 KITS							[70]	12.564
FY-06 68 KITS							[68]	13.450
FY-07 62 KITS							[62]	12.256
FY-08 43 KITS							[43]	8.846
FY-09 57 KITS							[57]	11.899
TOTAL INSTALL							425	82.308
TOTAL COST (BP-1100) (Totals may not add due to rounding)							425	662.298
INSTALLATION QTY							425	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 8 Months Follow-On Lead Time: 6 Months

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)			12/00	12/01	12/02	10/03	10/04	10/05	10/06	10/07	10/08
Delivery Date (Month/CY)			08/01	06/02	06/03	04/04	04/05	04/06	04/07	04/08	04/09

Fact Sheet: T-38 MN-6034 T-38 PROPULSION MODERNIZATION PROGRAM (Continued)

Installation Schedule

	FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05				FY-06		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													0	2	1	5	3	9	13	13	13	12	12	12	15	15	18	18	16	16	15	13
Output													0	0	2	0	1	7	8	16	14	13	13	12	14	15	16	18	17	17	15	14

	FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	15	15	15	15	15	15	14	11	11	11	11	11	11	11	13	10				
Output	14	15	15	15	15	15	15	14	11	11	11	11	11	11	11	13	5			

Description/Justification

T-38 Escape System Upgrade Program (ESUP) provides improved escape system performance with no decrease in aircrew accommodation. The modification is for the complete escape system, including a non-developmental ejection seat/inter-seat sequencing system. This includes aircraft for Laughlin, Columbus, Vance, Randolph, Sheppard, Holloman, and Edwards AFBs. The total fleet # has decreased by 1 from 451 to 450 due to a Class A damage incident Spring 09.

Program Management and Administration (PMA) costs include training, travel, support contracts, supplies and computer support. Change Orders are to fund requirements such as Economic Price Adjustments (EPA) starting in FY10, correction of deficiencies and structural modifications found during testing/installation, studies, parts obsolescence, diminishing manufacturing sources, over and above/economic repairs found during modification, a user driven harness fitting change and survival/life support equipment requirements resulting from seat integration and any AETC, DOD, FAA and NAS mandated changes.

The T-38C Escape System Upgrade Program must receive funding from participating NATO countries in the Euro-NATO Joint Jet Pilot Training (ENJJPT) Program. These funds represent an estimated 25% cost share for the funding needed to modify aircraft based at Sheppard AFB with the Escape System Upgrade Program MN-6087 Modification. These NATO funds are not included in the Air Force baseline. The aircraft quantities shown below depict the currently approved 450 aircraft program and do not include any ENJJPT aircraft at this time. Failure to receive the NATO funds by October of each fiscal year will cause award of contract delivery orders at less than planned quantities.

Aircraft Breakdown: Active 450, Reserve 0, ANG 0, Total 450

Development Status

This is a non-developmental program.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	334	88.415	73	17.842	43	6.580						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		0.003		0.000		2.947		1.129		0.227		0.286
DATA		1.133		0.006		0.007		0.006		0.008		0.007
SIM/TRAINER			[20]	0.738			[33]	0.926				
SUPPORT-EQUIP		2.452		2.618		0.000						
OGC		4.722		1.954		1.829		1.171		1.175		0.650
OTHER		9.153		1.133		2.954		1.621		0.388		0.149

Fact Sheet: T-38 MN-6087 T-38 ESCAPE SYSTEM UPGRADE (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-05 50 KITS	19	0.943	[14]	0.227	[17]	0.542						
FY-06 127 KITS					[53]	1.690	[74]	0.976				
FY-07 82 KITS							[57]	0.752	[25]	0.297		
FY-08 75 KITS									[75]	0.890		
FY-09 73 KITS									[27]	0.320	[46]	0.594
FY-10 43 KITS											[43]	0.556
TOTAL INSTALL	19	0.943	14	0.227	70	2.232	131	1.728	127	1.507	89	1.150
TOTAL COST (BP-1100) (Totals may not add due to rounding)	334	106.821	73	24.518	43	16.549		6.581		3.305		2.242
INSTALLATION QTY			33		70		131		127		89	

Fact Sheet: T-38 MN-6087 T-38 ESCAPE SYSTEM UPGRADE (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							450	112.837
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								4.592
DATA								1.167
SIM/TRAINER							[53]	1.664
SUPPORT-EQUIP								5.070
OGC								11.501
OTHER								15.398
INSTALLATION OF HARDWARE								
FY-05 50 KITS							[50]	1.712
FY-06 127 KITS							[127]	2.666
FY-07 82 KITS							[82]	1.049
FY-08 75 KITS							[75]	0.890
FY-09 73 KITS							[73]	0.914
FY-10 43 KITS							[43]	0.556
TOTAL INSTALL							450	7.787
TOTAL COST (BP-1100) (Totals may not add due to rounding)							450	160.016
INSTALLATION QTY							450	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 17 Months Follow-On Lead Time: 14 Months

Milestones

	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)					06/05	01/06	05/07	05/08	05/09	05/10
Delivery Date (Month/CY)					11/06	03/07	07/08	07/09	07/10	07/11

Installation Schedule

	FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input		2	12	19	21	21	14	14	36	36	35	24	24	31	36	36	36	36	17	0
Output		2	12	19	21	21	14	14	36	36	35	24	24	31	36	36	36	36	17	0

Description/Justification

Pacer Classic III (PC III) is a modification program which ensures structural sustainment of 125 T-38C aircraft at high risk of grounding prior to FY2020. Timely modifications will ensure execution of customer (Air Education and Training Command) mission to FY2026.

PC III will replace major structural components within the aircraft forward and center fuselages. PC III will replace five major longerons, four bulkheads/formers, four internal skins and five structural floors for each affected aircraft.

PC III program direction is provided by Program Management Directive (PMD) 2338(4) and 1067: AETC 2009-002. The T-38 System Program Office (SPO), funded by the lead MAJCOM AETC & Euro Nato Jet Pilot (ENJJPT) has defined and will accommodate the PC III structural retrofit. PC III installations will be performed by 309 MXW forward operating location (FY2011-FY2018).

Aircraft Breakdown: Active 125, Reserve 0, ANG 0, Total 125

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					31	27.125	20	16.500	17	13.600	19	15.200
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS						0.383		0.147		0.421		0.507
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.050		0.050		0.050		0.050
TOOLING						1.500		1.500		3.000		
ENG SUPPORT						1.500		1.500		1.500		1.000
.												

Fact Sheet: T-38 MN-6088 Pacer Classic III (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-10 31 KITS							[2]	2.000	[19]	10.526	[10]	5.710
FY-11 20 KITS											[14]	7.994
FY-12 17 KITS												
FY-13 19 KITS												
FY-14 15 KITS												
FY-15 15 KITS												
FY-16 8 KITS												
TOTAL INSTALL							2	2.000	19	10.526	24	13.704
TOTAL COST (BP-1100) (Totals may not add due to rounding)					31	30.558	20	21.697	17	29.097	19	30.461
INSTALLATION QTY									21		24	

Fact Sheet: T-38 MN-6088 Pacer Classic III (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	15	12.000	15	12.000	8	6.400	125	102.825
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS		0.321		0.584		0.279		2.642
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC		0.050		0.050		0.150		0.450
TOOLING								6.000
ENG SUPPORT		1.000		0.900		0.600		8.000
.								
INSTALLATION OF HARDWARE								
FY-10 31 KITS							[31]	18.236
FY-11 20 KITS	[6]	3.528					[20]	11.522
FY-12 17 KITS	[7]	4.116	[10]	6.050			[17]	10.166
FY-13 19 KITS			[3]	1.815	[16]	9.984	[19]	11.799
FY-14 15 KITS					[15]	9.360	[15]	9.360
FY-15 15 KITS					[15]	9.630	[15]	9.630
FY-16 8 KITS					[8]	5.292	[8]	5.292
TOTAL INSTALL	13	7.644	13	7.865	54	34.266	125	76.005
TOTAL COST (BP-1100) (Totals may not add due to rounding)	15	21.015	15	21.399	8	41.695	125	195.922
INSTALLATION QTY	13		13		54		125	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 18 Months Follow-On Lead Time: 18 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16
Contract Date (Month/CY)			07/10	03/11	03/12	03/13	03/14	03/15	03/16
Delivery Date (Month/CY)			01/12	09/12	09/13	09/14	09/15	09/16	09/17

Fact Sheet: T-38 MN-6088 Pacer Classic III (Continued)

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																		9	6	6	6	6	6	6	3	3	3	4	3	3	3	4
Output																				9	6	6	6	6	6	6	3	3	3	4	3	3

	FY-16				FY-17				FY-18		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input	8	8	8	7	4	4	4	3	8			
Output	3	4	8	8	8	7	4	4	4	3	8	

Description/Justification

Low Cost Safety Modifications encompass safety efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the T-38 aircraft and associated training systems.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.120		0.005		0.005		0.005		0.005		0.005
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.120		0.005		0.005		0.005		0.005		0.005

Fact Sheet: T-38 MN-99999A LOW COST SAFETY MODIFICATIONS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.005		0.005				0.155
TOTAL COST (BP-1100)		0.005		0.005				0.155
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-15
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the T-38 aircraft and associated training systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		2.014		0.005		0.005		0.005		0.005		0.005
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.014		0.005		0.005		0.005		0.005		0.005

Fact Sheet: T-38 MN-99999X LOW COST MODIFICATIONS (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.005		0.006				2.050
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.005		0.006				2.050

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-15
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: T-43				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$0.241	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000

The T-43 is a military derivative of the Boeing 737 used by Air Education and Training Command as an airborne training platform in Undergraduate Navigator Training. The T-43 aircraft are programmed for retirement in FY10 with no planned modifications in FY10. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	0.2										2.4
	99999X	LOW COST MODIFICATIO	0.0										1.0
	Z88888	ADJUSTMENTS	0.0	0.0									
TOTAL FOR CLASS P			0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
TOTAL FOR WEAPON SYSTEM T-43			0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 55	PAGE NO. 1	

Description/Justification

Service Bulletins are issued to correct manufacturer identified deficiencies and are required to maintain FAA certification.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		2.271		0.175								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.271		0.175								

Fact Sheet: T-43 MN-99999S SERVICE BULLETINS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								2.446
TOTAL COST (BP-1100)								2.446
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the T-43 aircraft and associated training systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.931		0.047								
TOTAL COST (BP-1100)		0.931		0.047								
(Totals may not add due to rounding)												

Fact Sheet: T-43 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								0.978
TOTAL COST (BP-1100)								0.978
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: KC-10				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$1.894	$9.411	$13.777	$3.540	$17.317	$45.497	$81.531	$76.822	$40.154

This line item funds modifications to the KC-10 aircraft. The three engine KC-10 serves a dual-role by providing both air refueling and strategic airlift support. The aircraft provides air refueling by using both the boom and drogue methods and can carry up to 27 standard 463-L pallets. The primary modifications budgeted in FY10 are for Service Bulletins that enhance operational capability while improving flight safety, reliability, and maintainability and for modern Image Generator (IG) and projector systems for four Weapons System Trainers. The specific modifications budgeted and programmed are listed below.

FY 2011 funding totals include $3.54M requested for Overseas Contingency Operations.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODI	0.0	0.0									0.0
TOTAL FOR CLASS P-S			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P	7726	CNS/ATM						35.7	72.3	72.4	35.5		215.9
	7727	Boom Control Unit (BCU)			2.2			1.9					4.0
	7728	Mode 5			2.1			2.5	7.9	0.6			13.1
	7729	Visual System Replacement		6.3	6.4								12.7
	7730	UHF SATCOM Antenna				3.5	3.5						3.5
	99999S	SERVICE BULLETINS	1.9	3.1	3.1			5.4	1.4	3.8	4.6		25.2
	99999X	LOW COST MODIFICATIO	0.0	0.0	0.0			0.0	0.0	0.0	0.0		4.0
TOTAL FOR CLASS P			1.9	9.4	13.8	3.5	17.3	45.5	81.5	76.8	40.2	0.0	278.4
TOTAL FOR WEAPON SYSTEM KC-10			1.9	9.4	13.8	3.5	17.3	45.5	81.5	76.8	40.2	0.0	278.4

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 56	PAGE NO. 1	

Description/Justification

The KC-10 Boom Control Unit (BCU), responsible for the operation of the KC-10's refueling boom while performing its primary air refueling mission, will soon be unsupportable due to parts obsolescence. Once the BCU spares pool is exhausted (estimated at 2012 +/- 2 years), any KC-10 requiring BCU repair and replacement will not be capable of performing its air refueling mission until a replacement unit is fielded. This modification effort replaces the current BCU to overcome this parts obsolescence issue. The replacement BCU will be form, fit, function, and interface identical to the existing unit so as to be fully interchangeable.

This is a new start in FY11.

Aircraft Breakdown: Active 59, Reserve 0, ANG 0, Total 59

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		10.578		2.100	2	5.010						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							30	2.080	27	1.764		
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC								0.051		0.063		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					2		30	2.163	27	1.854		

Fact Sheet: KC-10 MN-7727 Boom Control Unit (BCU) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							2	17.688
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							57	3.844
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.114
TOTAL COST (BP-1100)							59	4.017
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 3 Months Follow-On Lead Time: 3 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)					07/11	02/12
Delivery Date (Month/CY)					10/11	05/12

Description/Justification

The Mode 5 modification is a DoD-mandated (IOC by 2014, FOC by 2020) upgrade to the KC-10's Identify Friend or Foe (IFF) system (the primary means of aircraft identification during Air Defense operations). The Mode 5 upgrade will increase anti-spoofing/exploitation capabilities, and lower the possibility of aircraft/aircrew loss due to misidentification of friendly aircraft. The modification will include a new Mode 5 crypto appliqué, new IFF control panel, a circuit card upgrade to the APX-119 transponder, support equipment upgrades and replacement of data loader from the avionics bay to the flight deck.

This is a new start in FY11.

Aircraft Breakdown: Active 59, Reserve 0, ANG 0, Total 59

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[2]	1.645				
PROCUREMENT (3010)												
INSTALL KITS									10	1.461	47	6.862
KITS NONRECUR								2.002				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER									[6]	0.717		
SUPPORT-EQUIP								0.079				
INSTALLATION OF HARDWARE												
FY-12 10 KITS									[10]	0.346		
FY-13 47 KITS											[29]	1.003
TOTAL INSTALL									10	0.346	29	1.003
TOTAL COST (BP-1100) (Totals may not add due to rounding)								2.081	10	2.524	47	7.865
INSTALLATION QTY									10		29	

Fact Sheet: KC-10 MN-7728 Mode 5 (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)							[2]	1.645
PROCUREMENT (3010)								
INSTALL KITS							57	8.323
KITS NONRECUR								2.002
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[6]	0.717
SUPPORT-EQUIP								0.079
INSTALLATION OF HARDWARE								
FY-12 10 KITS							[10]	0.346
FY-13 47 KITS	[18]	0.622					[47]	1.625
TOTAL INSTALL	18	0.622					57	1.971
TOTAL COST (BP-1100) (Totals may not add due to rounding)		0.622					57	13.092
INSTALLATION QTY	18						57	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months Follow-On Lead Time: 1 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)					02/12	10/12
Delivery Date (Month/CY)					05/12	11/12

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																		2	8	7	8	7	7	7	7	4		
Output																		2	8	7	8	7	7	7	7	4		

Description/Justification

Due to limitations within in the current KC-10 flight simulator Visual Display System processing power and projection capabilities, the existing Visual Upgrade Effort (VUE) scene projection does not allow sufficient detail to duplicate all available visual references associated with aircraft models used during flight formation training and receiver air refueling training. Furthermore, the current system is inadequate to insert aerodynamically correct classified threat models to support defensive tactical aircrew training scenarios. Current high costs of maintaining and refurbishing 1980s technology Cathode Ray Tubes (CRTs) demands considerable maintenance expenses, (both in manpower and equipment) to constantly align the Visual Display System, seriously degrading simulator availability. Funding will be used to purchase 4 Visual System Replacements (VSRs) for the KC-10 Weapon System Trainer (WST) replacing the Image Generator (IG) subsystem, the Display System (DS) including the existing projection equipment and Back Projection Screen (BPS) and the new visual Databases (DBs) required to operate on the new system. For the Flight Training Devices (FTDs) the intent is to implement a new visual IG subsystem and visual display system. The visual system for the FTDs will accommodate a growth path to utilize the FTD for large tanker formation training during Distributed Mission Operations (DMO). Overall, the VSR effort for the WST will replace obsolete high-powered, heavy weight projector systems with low-power, low-weight, and auto aligning upgraded display systems greatly reducing operating and maintenance costs and increasing device availability. Programmed funds will cover both kit procurement and follow-on installation.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

None.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[2]	6.266	[2]	6.417				
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						6.266		6.417				
INSTALLATION QTY					2		2					

Fact Sheet: KC-10 MN-7729 Visual System Replacement (VSR) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[4]	12.683
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								12.683
INSTALLATION QTY							4	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 6 Months

Milestones

	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)			03/10	03/11
Delivery Date (Month/CY)			03/11	09/11

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										2				2						
Output														1		2		1		

Description/Justification

Installation of the UHF SATCOM Antenna and its imbedded GPS element is required to support Senior Leader In-Transit Conference Capsule (SLICC), Real-Time-In-Cockpit (RTIC) Information, Airborne Broadcast Intelligence (ABI), Combat Track II (CBTII) and other future data links. Two aircraft have been modified with a prototype antenna using GATM stopgap funds; one Command and Control Module (CCM) capable aircraft and one non-CCM capable aircraft. Total remaining aircraft to be modified: 57 (11CCM, 46 non-CCM).

FY2011 OCO Requirments Narrative: Provides CBTII capability vital in OCO missions and supports senior leaders data/communications requirements while transiting to/from the CENTCOM AOR. This funding procures 57 install kits.

Supplemental Funding:
FY2009 funding totals include $0.0M requested for Overseas Contingency Operations (OCO).
FY2010 funding totals include $0.0M requested for Overseas Contingency Operations (OCO).
FY 2011 funding totals include $3.540M requested for Overseas Contingency Operations (OCO)

Aircraft Breakdown: Active 57, Reserve 0, ANG 0, Total 57

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							57					
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
FY11 OCO Request								3.540				
INSTALLATION OF HARDWARE												
FY-11 57 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)							57	3.540				
(Totals may not add due to rounding)												
INSTALLATION QTY							7					

Fact Sheet: KC-10 MN-7730 UHF SATCOM Antenna (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							57	
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
FY11 OCO Request								3.540
INSTALLATION OF HARDWARE								
FY-11 57 KITS								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							57	3.540
INSTALLATION QTY							57	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				01/11
Delivery Date (Month/CY)				07/11

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																7	8	7	7	7	7	7	7	
Output																7	8	7	7	7	7	7	7	

Description/Justification

Low cost safety modifications which are necessary for safe system performance.

Aircraft Breakdown: Active 59, Reserve 0, ANG 0, Total 59

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.005		0.001		0.001						
TOTAL COST (BP-1100)		0.005		0.001		0.001						
(Totals may not add due to rounding)												

Fact Sheet: KC-10 MN-99999A LOW COST SAFETY MODIFICATIONS (Continued)
(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								0.007
TOTAL COST (BP-1100)								0.007
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

These funds pay for Service Bulletins (SBs), Airworthiness Directives (ADs), and All Operator Letters (AOLs) issued to correct identified deficiencies, provide product improvements, and incorporate aging aircraft and FAA certification requirements. The current major requirements include fuel system updates, formation and lighting system improvements and cargo floor strut replacements.

Aircraft Breakdown: Active 59, Reserve 0, ANG 0, Total 59

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		1.885		1.873		3.124		3.096		5.429		1.357
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		1.885		1.873		3.124		3.096		5.429		1.357

Fact Sheet: KC-10 MN-99999S SERVICE BULLETINS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		3.795		4.616				25.175
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		3.795		4.616				25.175

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the 59 aircraft and associated training systems.

Aircraft Breakdown: Active 59, Reserve 0, ANG 0, Total 59

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		3.854		0.020		0.020		0.020		0.020		0.020
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		3.854		0.020		0.020		0.020		0.020		0.020

Fact Sheet: KC-10 MN-99999X LOW COST MODIFICATIONS (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.020		0.020				3.994
TOTAL COST (BP-1100)		0.020		0.020				3.994
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)				
Delivery Date (Month/CY)				

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-12				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$385.878	$0.000	$7.645	$0.000	$7.645	$1.781	$1.880	$1.880	$1.983

This line item funds low-cost modifications and service bulletins for the C-12 aircraft, commercial equivalent to the Beech Craft Super King Air. The C-12 is a twin-turboprop, support-airlift aircraft used to transport cargo and passengers. The primary effort in FY10 is for service bulletins necessary for FAA certification while improving flight safety, reliability, and maintainability.

C-12 ISR Modifications were executed out of P-1 Line No. 57, “C-12” in FY09. Beginning in FY10 C-12 ISR Modifications are in P-1 Line No. 58, “MC-12W”.

.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	6160	DEFENSIVE SYSTEMS			5.9								5.9
	9144	C-12 ISR Modifications	385.4										447.0
	99999S	SERVICE BULLETINS	0.1	0.0	1.5			1.6	1.7	1.7	1.8		8.7
	99999X	LOW COST MODIFICATIO	0.4	0.0	0.1			0.1	0.1	0.1	0.1		1.4
TOTAL FOR CLASS P			385.9	0.0	7.6	0.0	7.6	1.8	1.9	1.9	2.0	0.0	463.1
TOTAL FOR WEAPON SYSTEM C-12			385.9	0.0	7.6	0.0	7.6	1.8	1.9	1.9	2.0	0.0	463.1

Totals may not add due to rounding. TOTAL PROG includes Prior Year and Cost To Go dollars.			

P-1 SHOPP LIST ITEM NO. 57 | PAGE NO. 1

Description/Justification

The Defensive System incorporates Electronic Countermeasures (ECM) on C-12C/D aircraft to provide protection against IR missiles. DIA/DSCA aircraft operate in areas considered medium to high threat for IR missiles. The safety of the C-12 aircraft and crew will be greatly improved by the installation of a Defensive System. The modification includes installation of a warning system and improved countermeasure dispensers. The warning receiver system consists of electrical optical sensors, a control indicator, and a safe arm control panel.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							4	0.674				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS								1.784				
DATA								0.100				
SIM/TRAINER												
SUPPORT-EQUIP								0.100				
TRAINING								0.325				
OGC								0.035				
FAA CERTIFICATION								0.150				
CONTRACTOR SUPPORT								0.438				
INSTALL KITS							[4]	0.467				
GFE								1.875				
INSTALLATION OF HARDWARE												
FY-11 4 KITS							[4]					
TOTAL INSTALL							4					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							4	5.948				
INSTALLATION QTY							4					

Fact Sheet: C-12 MN-6160 DEFENSIVE SYSTEMS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	0.674
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								1.784
DATA								0.100
SIM/TRAINER								
SUPPORT-EQUIP								0.100
TRAINING								0.325
OGC								0.035
FAA CERTIFICATION								0.150
CONTRACTOR SUPPORT								0.438
INSTALL KITS							[4]	0.467
GFE								1.875
INSTALLATION OF HARDWARE								
FY-11 4 KITS							[4]	
TOTAL INSTALL							4	
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							4	5.948
INSTALLATION QTY							4	

Method of Implementation: COMBINATION

Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				01/11
Delivery Date (Month/CY)				07/11

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																4				
Output																1	3			

Description/Justification

FY 2011 request includes funding for weapon system updates for primary mission equipment and green aircraft components. Updates will be required to keep pace with technology advancements of mission system components.

Liberty Project Aircraft (LPA), military designation MC-12W, is a multi-role, medium altitude, manned aircraft system performing an intelligence, surveillance, and reconnaissance (ISR) role coupled with a target acquisition (TA) capability. LPA was initiated through the SECDEF-directed ISR Task Force to address the ever-increasing Combatant Commander's requirements to satisfy ISR capabilities shortfalls in on-going Overseas Contingency Operations (OCO). Capabilities integrated by the 645th Aeronautical Systems Group (AESG, a.k.a. BIG SAFARI Program Office) for the Phase 1 configured Hawker Beechcraft King Air 350 aircraft (LPA #1 through #7) include full motion video (FMV) line-of-sight (LOS) data link for Remote Operations Video Enhanced Receiver (ROVER) and One System Remote Video Terminal (OSRVT) receivers; limited signals intelligence (SIGINT) collection capability; and narrowband INMARSAT data link for beyond line-of-sight (BLOS) connectivity. Phase 2 configured Hawker Beechcraft King Air 350ER aircraft (LPA #8 through #37) are being integrated with enhanced FMV with laser designator capability; a more robust SIGINT capability; and a Ku-band spread spectrum (KuSS) data link with increase bandwidth for BLOS connectivity.

Initial FY08 funding was provided via the SECDEF mandated ISR Reprogramming Initiative for the first seven Phase 1 aircraft (LPA #1 through #7). FY09 funding was requested through the Bridge Supplemental and ultimately ended up in the program's base funding allowing the procurement of 24 Phase 2 aircraft (LPA #8 through #31). The LPA program of record was directed to procure a total of 37 aircraft so funding for six additional Phase 2 aircraft was pursued and approved via the FY09 Overseas Contingency Operations (OCO) Supplemental Request.

FY 2009 funding totals include $55.9M as part of the 2009 Omnibus reprogramming action (IR 09-26).
FY 2009 funding totals include $105.0M added for Overseas Contingency Operations.
FY 2009 funding totals include $45.0M added via Prior Approval Reprogramming.
FY 2009 funding totals include $179.5M as part of the 2009 initial distribution of funding

This modification is accomplished under P-1 Line No. 58, "MC-12W" beginning in FY10.

In summary:
+ 7 MC-12W -- funding provided for in FY08 ISR Reprogramming Initiative (PA-33)
+ 24 MC-12W -- funding provided for in FY09 Base Appropriations
+ 6 MC-12W -- funding provided for in FY09 Overseas Contingency Operations (OCO) Supplemental
Grand total of 37 MC-12W aircraft is the current required fleet size for the program of record.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Initial contract to integrate ISR systems onto seven Hawker Beechcraft King Air 350 aircraft was awarded to L-3Communications (L-3Com) on 30 Sep 08. This contract produced seven Phase 1 configured Liberty Project Aircraft (LPA #1 through LPA #7). All Phase 1 configured LPA have been delivered to the user command: LPA #1 delivered on 27 Apr 09, LPA #2 on 11 May 09, LPA #3 on 2 Jun 09, LPA #4 on 16 Jun 09, LPA #5 on 26 Jun 09, LPA #6 on 9 Jul 09 and LPA #7 on 13 Jul 09. LPA #2 remains at Key Field, Meridian, MS as an aircrew training resource while the other six Phase 1 LPA will deploy to their designated forward operating location.

The initial Phase 2 configuration integration contract was awarded to L-3Com on 22 Dec 08. LPA #8, the first Phase 2 configured King Air 350ER aircraft, delivered on 4 Sep 09 and is integrated with enhanced FMV, SIGINT and BLOS capabilities. First modification to the initial Phase 2 integration contract was awarded to L-3Com on 24 Apr 09 to include LPA #9 through #16. This L-3Com integration contract was modified again on 18 May 09 to include LPA #17 through #20. This L-3Com integration contract was modified a third time on 15 Jul 09 to include LPA #21 through #31. This L-3Com integration contract was modified a fourth time on 6 Oct 09 to include LPA #32-35. The final modification to the L-3Com integration contract to include LPA #36 through #37 has not been exercised and is projected to occur by 3rd Quarter FY10. LPA #9 was the first Phase 2 configured aircraft to deploy in Overseas Contingency Operations, and has been flying

Fact Sheet: C-12 MN-9144 C-12 ISR Modifications (Continued)

Development Status

combat sorties in its respective Area of Responsibility (AOR) since the end of calendar year 2009.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	7	45.584	30	226.911								
KITS NONRECUR												
EQUIPMENT		16.016		102.200								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08 7 KITS	7											
FY-09 30 KITS			[30]	56.300								
TOTAL INSTALL	7		30	56.300								
TOTAL COST (BP-1100) (Totals may not add due to rounding)	7	61.600	30	385.411								
INSTALLATION QTY	7		30									

Fact Sheet: C-12 MN-9144 C-12 ISR Modifications (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							37	272.495
KITS NONRECUR								
EQUIPMENT								118.216
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-08 7 KITS							[7]	
FY-09 30 KITS							[30]	56.300
TOTAL INSTALL							37	56.300
TOTAL COST (BP-1100) (Totals may not add due to rounding)							37	447.011
INSTALLATION QTY							37	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months Follow-On Lead Time: 6 Months

Milestones

	FY-07	FY-08	FY-09
Contract Date (Month/CY)		08/08	12/08
Delivery Date (Month/CY)		05/09	09/09

Installation Schedule

	FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								7	1	3	13	13				
Output											5	3	3	3	12	11

Description/Justification

The C-12 is an FAA-certified aircraft. Service bulletins are issued to correct FAA-identified deficiencies and affect safety, product improvement, maintenance, and reliability.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.142		0.115		0.000		1.547		1.631		1.730
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.142		0.115				1.547		1.631		1.730

Fact Sheet: C-12 MN-99999S SERVICE BULLETINS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.730		1.833				8.728
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.730		1.833				8.728

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the 28 C-12 aircraft and associated training systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.318		0.352		0.000		0.150		0.150		0.150
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.318		0.352				0.150		0.150		0.150
INSTALLATION QTY												

Fact Sheet: C-12 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.150		0.150				1.420
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.150		0.150				1.420
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-15				FY-16				FY-17				FY-18				FY-19				FY-20				FY-21			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: MC-12W				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$0.000	$177.470	$10.826	$0.000	$10.826	$11.190	$11.579	$11.964	$12.269

FY 2009 funding totals include $105M of appropriated supplemental Overseas Contingency Operations.

FY 2010 funding totals include $29M of appropriated Overseas Contingency Operations.

FY 2010 funding totals include $85M requested Overseas Contingency Operations.

This line item funds low-cost modifications and service bulletins for the MC-12 aircraft, commercial equivalent to the Beech Craft Super King Air. The C-12 is a twin-turboprop, support-airlift aircraft used to transport cargo and passengers. The primary effort in FY10 is for service bulletins necessary for FAA certification while improving flight safety, reliability, and maintainability.

C-12 ISR Modifications were executed out of P-1 Line No. 57, “C-12” in FY09. Beginning in FY10 C-12 ISR Modifications are in P-1 Line No. 58, “MC-12W”.

~~CLASS~~	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	9144	C-12 ISR Modifications		177.5	10.8			11.2	11.6	12.0	12.3		235.3
TOTAL FOR CLASS P			0.0	177.5	10.8	0.0	10.8	11.2	11.6	12.0	12.3	0.0	235.3
TOTAL FOR WEAPON SYSTEM MC-12W			0.0	177.5	10.8	0.0	10.8	11.2	11.6	12.0	12.3	0.0	235.3

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 58	PAGE NO. 1	

Description/Justification

FY 2011 request includes funding for weapon system updates for primary mission equipment and green aircraft components. Updates will be required to keep pace with technology advancements of mission system components.

Liberty Project Aircraft (LPA), military designation MC-12W, is a multi-role, medium altitude, manned aircraft system performing an intelligence, surveillance, and reconnaissance (ISR) role coupled with a target acquisition (TA) capability. LPA was initiated through the SECDEF-directed ISR Task Force to address the ever-increasing Combatant Commander's requirements to satisfy ISR capabilities shortfalls in on-going Overseas Contingency Operations (OCO). Capabilities integrated by the 645th Aeronautical Systems Group (AESG, a.k.a. BIG SAFARI Program Office) for the Phase 1 configured Hawker Beechcraft King Air 350 aircraft (LPA #1 through #7) include full motion video (FMV) line-of-sight (LOS) data link for Remote Operations Video Enhanced Receiver (ROVER) and One System Remote Video Terminal (OSRVT) receivers; limited signals intelligence (SIGINT) collection capability; and narrowband INMARSAT data link for beyond line-of-sight (BLOS) connectivity. Phase 2 configured Hawker Beechcraft King Air 350ER aircraft (LPA #8 through #37) are being integrated with enhanced FMV with laser designator capability; a more robust SIGINT capability; and a Ku-band spread spectrum (KuSS) data link with increase bandwidth for BLOS connectivity.

Initial FY08 funding was provided via the SECDEF mandated ISR Reprogramming Initiative for the first seven Phase 1 aircraft (LPA #1 through #7). FY09 funding was requested through the Bridge Supplemental and ultimately ended up in the program's base funding allowing the procurement of 24 Phase 2 aircraft (LPA #8 through #31). The LPA program of record was directed to procure a total of 37 aircraft so funding for six additional Phase 2 aircraft was pursued and approved via the FY09 Overseas Contingency Operations (OCO) Supplemental Request.

FY 2009 funding totals include $55.9M as part of the 2009 Omnibus reprogramming action (IR 09-26).
FY 2009 funding totals include $105.0M added for Overseas Contingency Operations.
FY 2009 funding totals include $45.0M added via Prior Approval Reprogramming.
FY 2009 funding totals include $179.5M as part of the 2009 initial distribution of funding

FY 2010 funding totals include $63M appropriated for aircraft modifications and procurement of High Definition (HD) sensors.
FY 2010 funding totals include $29M appropriated for Overseas Contingency Operations to begin retrofit of Phase 1 aircraft to the Phase 2 configuration.
The FY 2010 OCO Supplemental Request of $85M would modify five Hawker Beechcraft King Air 350ER aircraft to the current Phase 2 configuration. The FY 2010 OCO Supplemental Request also includes $40M for aircraft procurment.

In summary:
+ 7 MC-12W -- funding provided for in FY08 ISR Reprogramming Initiative (PA-33)
+ 24 MC-12W -- funding provided for in FY09 Base Appropriations
+ 6 MC-12W -- funding provided for in FY09 Overseas Contingency Operations (OCO) Supplemental
Grand total of 37 MC-12W aircraft is the current required fleet size for the program of record. The FY 2010 OCO Supplemental Request will increase this inventory by five aircraft.

This modification is accomplished under P-1 Line No. 57, "C-12" prior to FY10.

Aircraft Breakdown: Active 42, Reserve 0, ANG 0, Total 42

Fact Sheet: MC-12W MN-9144 C-12 ISR Modifications (Continued)

Development Status

Initial contract to integrate ISR systems onto seven Hawker Beechcraft King Air 350 aircraft was awarded to L-3Communications (L-3Com) on 30 Sep 08. This contract produced seven Phase 1 configured Liberty Project Aircraft (LPA #1 through LPA #7). All Phase 1 configured LPA have been delivered to the user command: LPA #1 delivered on 27 Apr 09, LPA #2 on 11 May 09, LPA #3 on 2 Jun 09, LPA #4 on 16 Jun 09, LPA #5 on 26 Jun 09, LPA #6 on 9 Jul 09 and LPA #7 on 13 Jul 09. LPA #2 remains at Key Field, Meridian, MS as an aircrew training resource while the other six Phase 1 LPA will deploy to their designated forward operating location.

The initial Phase 2 configuration integration contract was awarded to L-3Com on 22 Dec 08. LPA #8, the first Phase 2 configured King Air 350ER aircraft, delivered on 4 Sep 09 and is integrated with enhanced FMV, SIGINT and BLOS capabilities. First modification to the initial Phase 2 integration contract was awarded to L-3Com on 24 Apr 09 to include LPA #9 through #16. This L-3Com integration contract was modified again on 18 May 09 to include LPA #17 through #20. This L-3Com integration contract was modified a third time on 15 Jul 09 to include LPA #21 through #31. This L-3Com integration contract was modified a fourth time on 6 Oct 09 to include LPA #32-35. The final modification to the L-3Com integration contract to include LPA #36 through #37 has not been exercised and is projected to occur by 3rd Quarter FY10. LPA #9 was the first Phase 2 configured aircraft to deploy in Overseas Contingency Operations, and has been flying combat sorties in its respective Area of Responsibility (AOR) since the end of calendar year 2009.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					5	85.000						
KITS NONRECUR												
EQUIPMENT						63.000						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
RETROFIT						29.470						
UPDATES								10.826		11.190		11.579
INSTALLATION OF HARDWARE												
FY-10 5 KITS					[5]							
TOTAL INSTALL					5							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					5	177.470		10.826		11.190		11.579
INSTALLATION QTY					5							

Fact Sheet: MC-12W MN-9144 C-12 ISR Modifications (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							5	85.000
KITS NONRECUR								
EQUIPMENT								63.000
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
RETROFIT								29.470
UPDATES		11.964		12.269				57.828
INSTALLATION OF HARDWARE								
FY-10 5 KITS							[5]	
TOTAL INSTALL							5	
TOTAL COST (BP-1100) (Totals may not add due to rounding)		11.964		12.269			5	235.298
INSTALLATION QTY							5	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months Follow-On Lead Time: 6 Months

Milestones

	FY-08	FY-09	FY-10
Contract Date (Month/CY)			01/10
Delivery Date (Month/CY)			07/10

Installation Schedule

	FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												5				
Output														5		

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-20				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$1.406	$0.731	$0.736	$0.000	$0.736	$0.434	$1.200	$0.192	$0.199

This line item funds low-cost modifications and service bulletins for the C-20 aircraft, commercial equivalent Gulfstream III/IV. The C-20 aircraft is a twin-engine, turbofan aircraft used to airlift DoD officials and high-ranking government personnel over long distances (3,000 miles and greater). The primary modification budgeted in FY10 is communications upgrades. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	0707	COMM MOD	1.0	0.2	0.2			0.2	1.0				38.0
	99999S	SERVICE BULLETINS	0.2	0.1	0.1			0.1	0.1	0.1	0.1		1.1
	99999X	LOW COST MODIFICATIO	0.2	0.5	0.4			0.1	0.1	0.1	0.1		1.7
TOTAL FOR CLASS P			1.4	0.7	0.7	0.0	0.7	0.4	1.2	0.2	0.2	0.0	40.9
TOTAL FOR WEAPON SYSTEM C-20			1.4	0.7	0.7	0.0	0.7	0.4	1.2	0.2	0.2	0.0	40.9

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

Description/Justification

Baseline SLC3S-A capabilities include secure and non-secure voice, data, and video connectivity into Defense Information System Network/Global Information Grid, Defense Switched Network, Defense Red Switch Network, Voice Over Secure Internet Protocol Networks, National Security Council's Crisis Management System, and commercial networks up to the Top Secret/Sensitive Compartmentalized Information security classification level. These capabilities are used daily by the Nation's Senior Leaders to carry out their duties and responsibilities. National Senior Leaders require 100% secure voice and data capability from general planning and strategy discussions to directing command decisions. This modification will provide power upgrade modifications and the necessary equipment to enable non-secure and secure voice/data/video connectivity for our national leadership.

This effort includes the procurement of the SLC3S-A Communications Program (SCP), integration of the SCP on the aircraft, procurement and installation of supporting communications infrastructure, and removal of obsolete communications equipment.

Aircraft Breakdown: Active 5, Reserve 0, ANG 0, Total 5

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	5	29.849										
KITS NONRECUR		5.640										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
UPDATES				0.987		0.196		0.196		0.195		0.966
INSTALLATION OF HARDWARE												
FY-08 5 KITS					[2]		[3]					
TOTAL INSTALL					2		3					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	5	35.489		0.987		0.196		0.196		0.195		0.966
INSTALLATION QTY					2		3					

Fact Sheet: C-20 MN-0707 COMM MOD (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							5	29.849
KITS NONRECUR								5.640
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
UPDATES								2.540
INSTALLATION OF HARDWARE								
FY-08 5 KITS							[5]	
TOTAL INSTALL							5	
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							5	38.029
INSTALLATION QTY							5	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-07	FY-08	FY-09
Contract Date (Month/CY)		06/09	06/10
Delivery Date (Month/CY)		06/10	06/11

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input															1	1		1	1	1				
Output																1	1		1	1	1			

Description/Justification

The C-20 is an FAA-certified aircraft. Service bulletins are issued to correct FAA identified deficiencies and affect safety, product improvement, maintenance, and reliability.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AWAITING BTR												
AIRCRAFT		0.363		0.196		0.077		0.093		0.092		0.092
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.363		0.196		0.077		0.093		0.092		0.092
INSTALLATION QTY												

Fact Sheet: C-20 MN-99999S SERVICE BULLETINS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AWAITING BTR								
AIRCRAFT		0.108		0.116				1.137
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.108		0.116				1.137
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-15				FY-16				FY-17				FY-18				FY-19				FY-20				FY-21			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the seven C-20 aircraft and associated training systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AWAITING BTR												
AIRCRAFT		0.157		0.223		0.458		0.447		0.147		0.142
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		0.157		0.223		0.458		0.447		0.147		0.142
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: C-20 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AWAITING BTR								
AIRCRAFT		0.084		0.083				1.741
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.084		0.083				1.741
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-15				FY-16				FY-17				FY-18				FY-19				FY-20				FY-21			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-25				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$60.703	$15.560	$13.175	$0.000	$13.175	$0.525	$0.509	$0.485	$0.450

This line item funds modifications, low-cost modifications, and service bulletins to the VC-25 aircraft. The VC-25, a Boeing 747-200B, is a four engine long-range aircraft used for Presidential support (more commonly known as Air Force One). FY10 modifications budgeted involve extensive upgrades of communications systems (Airborne Information Management System (AIMS)). The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	_6638	Airborne Information Manag	59.7	15.0	13.0								125.6
	99999S	SERVICE BULLETINS	0.7	0.5	0.1			0.4	0.3	0.4	0.3		5.1
	99999X	LOW COST MODIFICATIO	0.2	0.1	0.1			0.2	0.2	0.1	0.1	0.2	1.2
TOTAL FOR CLASS P			60.7	15.6	13.2	0.0	13.2	0.5	0.5	0.5	0.4	0.2	131.9
TOTAL FOR WEAPON SYSTEM C-25			60.7	15.6	13.2	0.0	13.2	0.5	0.5	0.5	0.4	0.2	131.9

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 60	PAGE NO. 1	

Description/Justification

The VC-25A is a commercial derivative of the Boeing 747-200 series aircraft operated by the Presidential Airlift Group (PAG) assigned to the 89th Airlift Wing. The VC-25A Airborne Information Management System (AIMS) modernization and enhancement program will provide a robust, enduring, redundant and scalable communication system that operates throughout the threat spectrum providing the capability for system cross-utilization, automated management and predictable degradation. The features available through AIMS provide the President the capabilities to execute the duties of the Office of the President.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					1	15.000	1	13.000				
KITS NONRECUR	1	9.318		44.019								
EQUIPMENT		28.484	[1]	12.048								
EQUIP NONREC			[0]	0.000								
CHANGE ORDERS												
DATA				3.649								
SIM/TRAINER												
SUPPORT-EQUIP												
PMA		0.015		0.020								
INSTALLATION OF HARDWARE												
FY-10 1 KITS					[1]							
FY-11 1 KITS											[1]	
TOTAL INSTALL					1						1	
TOTAL COST (BP-1100)		37.817		59.736	1	15.000	1	13.000				
(Totals may not add due to rounding)												
INSTALLATION QTY							1				1	

Fact Sheet: C-25 MN-_6638 Airborne Information Management System (AIMS) (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							2	28.000
KITS NONRECUR							[1]	53.337
EQUIPMENT							[1]	40.532
EQUIP NONREC								
CHANGE ORDERS								
DATA								3.649
SIM/TRAINER								
SUPPORT-EQUIP								
PMA								0.035
INSTALLATION OF HARDWARE								
FY-10 1 KITS							[1]	
FY-11 1 KITS							[1]	
TOTAL INSTALL							2	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							2	125.553
INSTALLATION QTY							2	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 23 Months Follow-On Lead Time: 12 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				10/10	10/11
Delivery Date (Month/CY)				10/11	10/12

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	1									1						
Output																					1										1	

Description/Justification

Service bulletins affect safety, product improvement, maintenance and reliability, and are issued to correct FAA-identified deficiencies.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES (EXEMPT)												
PMA		0.107										
SVC BULLETINS		2.317		0.742		0.464		0.065		0.367		0.326
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.424		0.742		0.464		0.065		0.367		0.326

Fact Sheet: C-25 MN-99999S SERVICE BULLETINS (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INITIAL SPARES (EXEMPT)								
PMA								0.107
SVC BULLETINS		0.385		0.350				5.016
TOTAL COST (BP-1100)		0.385		0.350				5.123
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the two VC-25 aircraft and associated training systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES (EXEMPT)												
AIRCRAFT		0.006		0.225		0.096		0.110		0.158		0.183
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.006		0.225		0.096		0.110		0.158		0.183
INSTALLATION QTY												

Fact Sheet: C-25 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INITIAL SPARES (EXEMPT)								
AIRCRAFT		0.100		0.100		0.200		1.178
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.100		0.100		0.200		1.178
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-14				FY-15				FY-16				FY-17				FY-18				FY-19				FY-20			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-40				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$5.895	$0.261	$10.697	$0.000	$10.697	$10.179	$0.244	$0.247	$0.252

FY2008 funding total includes $35.939M in GWOT supplemental funding.

The C-40 is a commercial-derivative Boeing 737 business jet that is FAA certified. The C-40 provides safe, comfortable and reliable transportation for U.S. leaders to locations around the world. The C-40's primary customers are the combatant commanders and members of the Cabinet and Congress. The aircraft also perform other operational support missions. These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to correct FAA identified deficiencies. The modifications in FY10 will improve communications as well as flight safety, reliability, and maintainability. The primary modification for FY10 is the communications upgrade. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	0707	COMM MOD	5.7		10.5			9.9					62.0
	99999S	SERVICE BULLETINS	0.1	0.2	0.1			0.1	0.1	0.1	0.1		1.0
	99999X	LOW COST MODIFICATIO	0.1	0.1	0.1			0.1	0.1	0.1	0.1		2.8
TOTAL FOR CLASS P			5.9	0.3	10.7	0.0	10.7	10.2	0.2	0.2	0.3	0.0	65.8
TOTAL FOR WEAPON SYSTEM C-40			5.9	0.3	10.7	0.0	10.7	10.2	0.2	0.2	0.3	0.0	65.8

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 61	PAGE NO. 1	

Description/Justification

Baseline SLC3S-A capabilities include secure and non-secure voice, data, and video connectivity into Defense Information System Network/Global Information Grid, Defense Switched Network, Defense Red Switch Network, Voice Over Secure Internet Protocol Networks, National Security Council's Crisis Management System, and commercial networks up to the Top Secret/Sensitive Compartmentalized Information security classification level. These capabilities are used daily by the Nation's Senior Leaders to carry out their duties and responsibilities. National Senior Leaders require 100% secure voice and data capability from general planning and strategy discussions to directing command decisions. This modification will provide power upgrade modifications and the necessary equipment to enable non-secure and secure voice/data/video connectivity for our national leadership.

This effort includes the procurement of the SLC3S-A Communications Program (SCP), integration of the SCP on the aircraft, procurement and installation of supporting communications infrastructure, and removal of obsolete communications equipment.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	6.900	1	7.003		
KITS NONRECUR								1.428		0.900		
EQUIPMENT												
EQUIP NONREC		35.939		5.683								
CHANGE ORDERS												
DATA								1.060		1.000		
SIM/TRAINER												
SUPPORT-EQUIP								1.087		1.047		
INSTALLATION OF HARDWARE												
FY-11 1 KITS									[1]			
FY-12 1 KITS											[1]	
TOTAL INSTALL									1		1	
TOTAL COST (BP-1100)		35.939		5.683			1	10.475	1	9.950		
(Totals may not add due to rounding)												
INSTALLATION QTY									1		1	

Fact Sheet: C-40 MN-0707 COMM MOD (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							2	13.903
KITS NONRECUR								2.328
EQUIPMENT								
EQUIP NONREC								41.622
CHANGE ORDERS								
DATA								2.060
SIM/TRAINER								
SUPPORT-EQUIP								2.134
INSTALLATION OF HARDWARE								
FY-11 1 KITS							[1]	
FY-12 1 KITS							[1]	
TOTAL INSTALL							2	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							2	62.047
INSTALLATION QTY							2	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 9 Months Follow-On Lead Time: 9 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)					06/11	06/12
Delivery Date (Month/CY)					03/12	03/13

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																						1				1		
Output																							1				1	

Description/Justification

The C-40 is an FAA-certified aircraft. These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to correct FAA identified deficiencies.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN		0.108		0.108		0.160		0.122		0.124		0.129
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.108		0.108		0.160		0.122		0.124		0.129

Fact Sheet: C-40 MN-99999S SERVICE BULLETINS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SERVICE BLTN		0.132		0.137				1.020
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.132		0.137				1.020

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the ten C-40 aircraft and associated training systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		2.000		0.104		0.101		0.100		0.105		0.115
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.000		0.104		0.101		0.100		0.105		0.115

Fact Sheet: C-40 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.115		0.115				2.755
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.115		0.115				2.755

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-130				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$545.022	$273.162	$257.339	$166.720	$424.059	$314.069	$442.443	$534.124	$668.663

FY2009 funding totals include $118.41M appropriated for Overseas Contingency Operations
FY2010 funding totals include $86.4M appropriated for Overseas Contingency Operations

This line item funds modifications to the C-130 and Special Mission C-130 aircraft. The four engine C-130 provides theater airlift and carries either 92 troops, 64 paratroopers, 74 litter patients, or 6 standard 463-L pallets. The primary modifications budgeted in FY10 are the Avionics Modernization Program (AMP) and the Systems/Structure modification (Center Wing Replacement). Beginning in FY11, the ANG Senior Scout modification is budgeted in the "C-130 - Intel" budget line item since it is part of the Military Intelligence Program. The specific modifications budgeted and programmed are listed below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	58.361	2.400	0.000	65.203	108.560	175.203	191.231
ANG	149.477	54.876	151.724	66.509	78.368	143.833	242.633

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODI	1.4	1.9	1.9			0.0	1.9	0.0	1.9	3.8	13.0
TOTAL FOR CLASS P-S			1.4	1.9	1.9	0.0	1.9	0.0	1.9	0.0	1.9	3.8	13.0
P	11130	PODDED RECONNAISSAN	0.4	3.6									10.7
	8220	ALR-69 (RWR)	22.9										99.2
	8455	INSTALLATION OF AN/AP	14.0	0.7	1.3								131.4
	8517	C-130 AVIONICS MODERN	184.1	0.0	169.8			260.8	371.1	494.3	645.0	2,449.3	4,602.5
	8526	ENHANCED TCAS (TCAS I	0.7										202.4
	8578	C-130 SYSTEMS/STRUCT	66.3	55.9	62.7			25.3	53.1	34.0	13.6	152.9	856.7
	8579	Mode S & 8.33 MHz Upgrad		28.0									28.0

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 62	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-130				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$545.022	$273.162	$257.339	$166.720	$424.059	$314.069	$442.443	$534.124	$668.663

FY2009 funding totals include $118.41M appropriated for Overseas Contingency Operations
FY2010 funding totals include $86.4M appropriated for Overseas Contingency Operations

This line item funds modifications to the C-130 and Special Mission C-130 aircraft. The four engine C-130 provides theater airlift and carries either 92 troops, 64 paratroopers, 74 litter patients, or 6 standard 463-L pallets. The primary modifications budgeted in FY10 are the Avionics Modernization Program (AMP) and the Systems/Structure modification (Center Wing Replacement). Beginning in FY11, the ANG Senior Scout modification is budgeted in the "C-130 - Intel" budget line item since it is part of the Military Intelligence Program. The specific modifications budgeted and programmed are listed below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	58.361	2.400	0.000	65.203	108.560	175.203	191.231
ANG	149.477	54.876	151.724	66.509	78.368	143.833	242.633

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	8591	ALR-69 UPGRADE	10.5	1.6									28.7
	8629	LARGE AIRCRAFT INFRA	134.1	120.4	1.0	132.0	133.0	1.0	1.1	1.1	1.1		813.4
	8678	HC-130 SIMULATOR	0.2										35.6
	9126	AC-130 LINK 16 GUNSHIP	0.6										33.4
	9134	NOISE CANCELLATION S	1.6	2.4									10.8
	9135	AC-130 OUTER WING REP		0.8	2.1			2.1	1.1	1.2	1.2		8.6
	9136	AIRBORNE RECONN SYS	43.5										43.5
	9137	HC-130 8.33 RADIOS		12.6	4.1			3.4	1.9				22.1
	9139	MOD V IFF						21.4	6.5	3.6	1.6		33.1
	9141	C-130 CRASHWORTHY LO			8.6								9.8

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 62	PAGE NO. 2	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-130				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$545.022	$273.162	$257.339	$166.720	$424.059	$314.069	$442.443	$534.124	$668.663

FY2009 funding totals include $118.41M appropriated for Overseas Contingency Operations
FY2010 funding totals include $86.4M appropriated for Overseas Contingency Operations

This line item funds modifications to the C-130 and Special Mission C-130 aircraft. The four engine C-130 provides theater airlift and carries either 92 troops, 64 paratroopers, 74 litter patients, or 6 standard 463-L pallets. The primary modifications budgeted in FY10 are the Avionics Modernization Program (AMP) and the Systems/Structure modification (Center Wing Replacement). Beginning in FY11, the ANG Senior Scout modification is budgeted in the "C-130 - Intel" budget line item since it is part of the Military Intelligence Program. The specific modifications budgeted and programmed are listed below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	58.361	2.400	0.000	65.203	108.560	175.203	191.231
ANG	149.477	54.876	151.724	66.509	78.368	143.833	242.633

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	9142	Tactics/Threat Generation S		9.0									9.0
	9145	Blue Force Tracker				0.4	0.4						0.4
	9146	Armor Plate				2.5	2.5						2.5
	9147	ENGINE OIL COOLER				3.4	3.4						3.4
	9148	Square Window Troop Door				28.4	28.4						28.4
	92292	C-130 WINDSCREEN	0.9										3.3
	92299	AFSOC SIMULATOR UPG	0.6										6.0
	99999M	MISC SIMULATOR UPDAT	1.4	1.9	1.9			0.0	1.9	0.0	1.9	3.8	12.8
	99999S	SERVICE BULLETINS	1.4	1.9	1.9			0.0	1.9	0.0	0.4	3.8	11.7
	99999X	LOW COST MODIFICATIO	2.0	1.9	1.9			0.0	1.9	0.0	1.9	3.8	25.9

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 62	PAGE NO. 3	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-130				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$545.022	$273.162	$257.339	$166.720	$424.059	$314.069	$442.443	$534.124	$668.663

FY2009 funding totals include $118.41M appropriated for Overseas Contingency Operations
FY2010 funding totals include $86.4M appropriated for Overseas Contingency Operations

This line item funds modifications to the C-130 and Special Mission C-130 aircraft. The four engine C-130 provides theater airlift and carries either 92 troops, 64 paratroopers, 74 litter patients, or 6 standard 463-L pallets. The primary modifications budgeted in FY10 are the Avionics Modernization Program (AMP) and the Systems/Structure modification (Center Wing Replacement). Beginning in FY11, the ANG Senior Scout modification is budgeted in the "C-130 - Intel" budget line item since it is part of the Military Intelligence Program. The specific modifications budgeted and programmed are listed below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	58.361	2.400	0.000	65.203	108.560	175.203	191.231
ANG	149.477	54.876	151.724	66.509	78.368	143.833	242.633

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	GW111	ELT UPGRADE		13.9									13.9
	SCOUT	ANG SENIOR SCOUT	58.6	16.6									173.2
TOTAL FOR CLASS P			543.6	271.3	255.4	166.7	422.1	314.1	440.5	534.1	666.8	2613.7	7260.5
TOTAL FOR WEAPON SYSTEM C-130			545.0	273.2	257.3	166.7	424.0	314.1	442.4	534.1	668.7	2617.5	7273.5

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 62	PAGE NO. 4	

Description/Justification

The C-130 SCATHE VIEW is one of two programs contained in PE 27217F. The SCATHE VIEW all-weather, tactical reconnaissance system directly provides ground and air forces real-time intelligence, derived from electro-optical and infrared (EO/IR) full motion video (FMV) imagery, forward looking infra red (FLIR) camera and laser range finder (LRF), laser illuminator, via Remotely Operated Video Enhanced Receiver (ROVER), VHF, UHF, and SATCOM communications. SCATHE VIEW is employed in low to medium threat environments in support of troops in contact providing time-sensitive targeting, battle damage assessment, force protection, counter-improvised explosive device (IED), and situational awareness roles. SCATHE VIEW also provides real-time streaming video to USNORTHCOM, States and first time responders supporting CONUS humanitarian relief/disaster operations. The system consists of 1) a C-130 aircraft modified to accept a sensor turret and communications equipment, 2) a roll-on, roll-off pallet that carries sensor control and sensor exploitation equipment, communications devices, and two airborne imagery analyst/sensor operator stations, and 3) an optional PC-based ground processing station. The sensor and operator pallet is easily transferred from aircraft to aircraft. The C-130 SCATHE VIEW carrier retains 2/3 of its maximum airlift capacity, which can be utilized for traditional intra-theater, and inter-theater airlift, or unconventional operations airlift in conjunction with the system's tactical reconnaissance role.

The FY08 and FY09 funding primarily funded sensor and communications enhancements. The FY10 funds procure a hyper-spectral imagery upgrade.

Aircraft Breakdown: Active 0, Reserve 0, ANG 8, Total 8

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	8	0.486										
KITS NONRECUR												
EQUIPMENT		1.800										
EQUIP NONREC												
CHANGE ORDERS		3.971		0.099								
DATA		0.055										
SIM/TRAINER												
SUPPORT-EQUIP		0.021		0.100								
OTHER		0.387		0.200		3.600						
INSTALLATION OF HARDWARE												
FY-07 8 KITS	6		[2]									
TOTAL INSTALL	6		2									
TOTAL COST (BP-1100)	8	6.720		0.399		3.600						
(Totals may not add due to rounding)												
INSTALLATION QTY	6		2									

Fact Sheet: C-130 MN-11130 PODDED RECONNAISSANCE SYSTEM (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							8	0.486
KITS NONRECUR								
EQUIPMENT								1.800
EQUIP NONREC								
CHANGE ORDERS								4.070
DATA								0.055
SIM/TRAINER								
SUPPORT-EQUIP								0.121
OTHER								4.187
INSTALLATION OF HARDWARE								
FY-07 8 KITS							[8]	
TOTAL INSTALL							8	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							8	10.719
INSTALLATION QTY							8	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months Follow-On Lead Time: 0 Months

Milestones

	FY-05	FY-06	FY-07
Contract Date (Month/CY)			08/07
Delivery Date (Month/CY)			02/08

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														2	2	2	2			
Output														2	2	2	2			

Description/Justification

ALR-69 is a radar theat warning receiver. The original ALR-69 upgrade program was completed in FY06 and modified 87 aircraft.

Since FY07, this upgrade has evolved into the ALR-69A program, or more commonly referred to as PLAID (Position Location & Identification). PLAID will be installed on 26 Active Duty AMC aircraft in FY10/FY11. This will bring the total number of aircraft to 113 that have been modified by both these upgrade programs.

The aircraft breakdown (below) only shows the ALR-69A program and its 26 arcraft.

Aircraft Breakdown: Active 26, Reserve 0, ANG 0, Total 26

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	98	8.674	12	4.500								
KITS NONRECUR	3	5.918										
EQUIPMENT	98	28.008	[12]	7.778								
EQUIP NONREC	3	1.559										
CHANGE ORDERS		5.056		0.501								
DATA		2.503										
SIM/TRAINER	2	2.784										
SUPPORT-EQUIP		9.837		0.500								
OGC		2.757		0.750								
FLT TEST		0.005										
T.O. Printing		0.011										
SPARES			[5]	2.900								
ICS		2.082		1.850								

Fact Sheet: C-130 MN-8220 ALR-69 (RWR) (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-94 39 KITS	39	3.944										
FY-95 27 KITS	27	1.428										
FY-96 16 KITS	16	1.529										
FY-98 1 KITS	1	0.065										
FY-99 3 KITS	3	0.141										
FY-00 1 KITS	1	0.044										
FY-07 7 KITS				0.990	[7]							
FY-08 7 KITS				1.155	[6]		[1]					
FY-09 12 KITS				1.980			[12]					
TOTAL INSTALL	87	7.151		4.125	13		13					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	101	76.345	12	22.904								
INSTALLATION QTY	87				13		13					

Fact Sheet: C-130 MN-8220 ALR-69 (RWR) (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							110	13.174
KITS NONRECUR							3	5.918
EQUIPMENT							[110]	35.786
EQUIP NONREC							[3]	1.559
CHANGE ORDERS								5.557
DATA								2.503
SIM/TRAINER							[2]	2.784
SUPPORT-EQUIP								10.337
OGC								3.507
FLT TEST								0.005
T.O. Printing								0.011
SPARES							[5]	2.900
ICS								3.932
INSTALLATION OF HARDWARE								
FY-94 39 KITS							[39]	3.944
FY-95 27 KITS							[27]	1.428
FY-96 16 KITS							[16]	1.529
FY-98 1 KITS							[1]	0.065
FY-99 3 KITS							[3]	0.141
FY-00 1 KITS							[1]	0.044
FY-07 7 KITS							[7]	0.990
FY-08 7 KITS							[7]	1.155
FY-09 12 KITS							[12]	1.980
TOTAL INSTALL							113	11.276
TOTAL COST (BP-1100) (Totals may not add due to rounding)							113	99.249
INSTALLATION QTY							113	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months Follow-On Lead Time: 12 Months

Milestones

	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07
Contract Date (Month/CY)		04/94	06/95	09/96		06/98					12/02	07/04	12/05	12/05	12/06
Delivery Date (Month/CY)		06/94	12/95	03/97		12/98					12/03	07/06	12/06	12/06	12/07

	FY-08	FY-09
Contract Date (Month/CY)	12/07	12/08
Delivery Date (Month/CY)	12/08	12/09

Fact Sheet: C-130 MN-8220 ALR-69 (RWR) (Continued)

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							1	38						3	4	10	10	4	3	5	1	1	2		1		2					
Output							1	38						3	4	10	10	4	3	5	1	1	2		1		2					

	FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1				1																							
Output					1				1																							

	FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input					3	3	3	4	3	3	3	4
Output					3	3	3	4	3	3	3	4

Description/Justification

The AN/APN-241 Low Power Color Radar replaced the antiquated AN/APN-59 radar on selected C-130 aircraft. Group A Install kits do not match Group B Equipment kits in FY08 and FY09 due to decision to early retire 19 C-130H1 aircraft. Group B Equipment kits are already on contract for the 19 retiring aircraft while the Group A Install kits have yet to be procured. The 19 additional Group B Equipment sets will be transferred to spares. Method of implementation is a combination of contractor's facility and contract field teams.

NOTE: Radars were procured for 6 HC-130P conversion aircraft; however, the program was cancelled by AFSOC after only three (3) aircraft. This accounts for the disconnect between the aircraft breakouts and the installs, in FY00 and FY01. These additional Group B radars were then transferred to spares.

FY11 Buy Year Narrative:

Funds 14 installs on C-130H1 aircraft at Dyess AFB. These 14 aircraft complete the installation of the AN/APN-241 on all C-130H aircraft. Failure to fund would result in 14 Dyess C-130H1s not having the standard configuration radar for the C-130Hs. Aircrew survivability would not be increased through the enhancements provided by the AN/APN-241 of lower probability of detection (low-power) and windsheer detection.

Allocation for Guard/Reserve Requirements:

Kit Procurement

	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	TOTAL
Active	50	4								54
Reserve	20									20
ANG	43									43

Kit Install

	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	TOTAL
Active	23	14		14						51
Reserve	20									20
ANG	43									43

Aircraft Breakdown: Active 51, Reserve 20, ANG 43, Total 114

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	106	8.642	4	0.440								
KITS NONRECUR	7	1.675										
EQUIPMENT	114	63.329	[15]	8.099								

Fact Sheet: C-130 MN-8455 INSTALLATION OF AN/APN-241 (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
EQUIP NONREC	7	6.138										
CHANGE ORDERS												
DATA		1.718										
SIM/TRAINER	1	6.000										
SUPPORT-EQUIP		11.528										
SPARES	4	2.160	[6]	3.240								
OGC		1.152		0.356		0.480		0.540				
PMA		3.322										
T.O. Printing		0.197		0.034								
ICS		2.741										
BTR												
FLIGHT TEST		0.160										
DEPOT STAND-UP		0.770		0.982		0.208						
OTHER												
INSTALLATION OF HARDWARE												
FY-97 4 KITS	4	0.200										
FY-99 2 KITS	2	0.055										
FY-00 12 KITS	12	0.959										
FY-01 5 KITS	5	0.203										
FY-02 18 KITS	18	0.950										
FY-03 4 KITS	4	0.168										
FY-04 10 KITS	10	0.494										
FY-05 10 KITS	10	0.703										
FY-06 9 KITS		1.095			[9]							
FY-07 26 KITS	7	1.060	[8]	0.660	[11]							
FY-08 13 KITS				0.180	[3]		[10]	0.550				
FY-09 4 KITS							[4]	0.220				
TOTAL INSTALL	72	5.887	8	0.840	23		14	0.770				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	113	115.419	4	13.991		0.688		1.310				
INSTALLATION QTY	69		8		23		14					

Fact Sheet: C-130 MN-8455 INSTALLATION OF AN/APN-241 (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							110	9.082
KITS NONRECUR							7	1.675
EQUIPMENT							[129]	71.428
EQUIP NONREC							[7]	6.138
CHANGE ORDERS								
DATA								1.718
SIM/TRAINER							[1]	6.000
SUPPORT-EQUIP								11.528
SPARES							[10]	5.400
OGC								2.528
PMA								3.322
T.O. Printing								0.231
ICS								2.741
BTR								
FLIGHT TEST								0.160
DEPOT STAND-UP								1.960
OTHER								
INSTALLATION OF HARDWARE								
FY-97 4 KITS							[4]	0.200
FY-99 2 KITS							[2]	0.055
FY-00 12 KITS							[12]	0.959
FY-01 5 KITS							[5]	0.203
FY-02 18 KITS							[18]	0.950
FY-03 4 KITS							[4]	0.168
FY-04 10 KITS							[10]	0.494
FY-05 10 KITS							[10]	0.703
FY-06 9 KITS							[9]	1.095
FY-07 26 KITS							[26]	1.720
FY-08 13 KITS							[13]	0.730
FY-09 4 KITS							[4]	0.220
TOTAL INSTALL							117	7.497
TOTAL COST (BP-1100) (Totals may not add due to rounding)							117	131.408
INSTALLATION QTY							114	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 16 Months Follow-On Lead Time: 16 Months

Fact Sheet: C-130 MN-8455 INSTALLATION OF AN/APN-241 (Continued)

Milestones

	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)		07/97		10/98	06/00			08/03		08/05	08/06	06/07	08/08	09/09
Delivery Date (Month/CY)		03/98		06/99	02/01			10/04		10/06	10/07	10/08	12/09	01/11

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input						1	2	1							1				1		3	3	3	2		1	1	1				
Output						1	2	1									1		1		3	3	3	2			1	1	1			

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	1				4	4	3	4	3	3	3	2	4	4	4	3	2	1	2	2	2	2	2	2	5	6	6	6	4	3	4	3
Output		1			4	4	3	4	3	3	3	2	4	4	4	3	2	1	2	2	2	2	2	2	5	6	6	6	4	3	4	3

Description/Justification

This avionics modification is needed to support Air Mobility Command (AMC), Air Force Reserve Command (AFRC), and the Air National Guard (ANG)'s intratheater airlift mission requirements. Per USD (AT&L)'s 4 Jun 07 Acquisition Decision Memorandum, the C-130 AMP baseline now consists of 221 (H2, H2.5, H3) aircraft. This fleet delivers air logistical support for all theater forces including those engaged in combat operations.

AMP's new architecture takes advantage of commercially available technologies in Communication/Navigation/Surveillance (CNS) and Air Traffic Management (ATM). With its embedded Navigation/Safety and CNS/ATM capabilities, a C-130 AMP equipped aircraft will be able to safely and effectively operate worldwide in today's and tomorrow's airspace. In addition to meeting CNS/ATM and Navigation/Safety requirements, AMP will also lower the cost of ownership and increase survivability of the Mobility Air Force's (MAF) C-130 Combat Delivery Fleet.

This improved capability will be achieved through a comprehensive avionics and cockpit modernization specifically designed to replace aging, unreliable equipment, and add combat capability enhancements. AMP will also meet AF Night Vision Imaging System (NVIS) requirements, improve the C-130's precision approach and landing capabilities, improve precision airdrop capabilities, and integrate real time information in the cockpit. Resolution of future diminishing manufacturing source requirements, block upgrade requirements, and the source familiarization phase (to enhance options for follow-on production competition) will be addressed during AMP's Low Rate Initial/Full Rate Production phases. This upgrade also involves major modifications and/or buys of new C-130 aircrew and maintenance training systems and courseware. In total, replacement and/or upgrade of equipment will lower the overall cost of ownership of the fleet by reducing the cockpit crew manning; increasing reliability, maintainability, and sustainability; and reducing the number of cockpit configurations.

The C-130 AMP Pre-Milestone C hardware buy was authorized in Jul 08 with option awards for subsequent lots. The Lot 1 kits were delivered in Sep 09 and Dec 09. The Lot 1 aircraft will be inducted in Jun 10 and Sep 10.

This program has associated Research Development Test & Evaluation (RDT&E) funding in PE 41115F.

Kit Procurement	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	TC	Total
Active									14	14
Guard	2	2	0	6	2	8	13	23	65	121
Reserve			0	0	8	8	15	15	37	83
							TOTAL			218

Installation Sched (Used Latest Induction Dates)										
Active									14	14
Guard			2	2	6	2	8	13	88	121
Reserve				0	0	8	8	15	52	83
							TOTAL			218

Aircraft Breakdown: Active 14, Reserve 83, ANG 121, Total 218

Development Status

The Engineering and Manufacturing Development contract was awarded to The Boeing Company on 30 Jul 01. An Integrated Baseline Review was conducted in Jan 02. From FY02-05, the combination of funding and requirements instability and increases in prime contractor development costs pushed AMP into reportable cost and schedule breaches. With completion of an Air Force Service Cost Position in Oct 06, a major cost deviation was confirmed. In Dec 06, a Program Deviation Report (PDR) was issued and in Feb 07 a critical Nunn-McCurdy breach was formalized.

In Jun 07, following a five month review, USD (AT&L) recertified AMP to Congress, albeit for a reduced number of aircraft (222). The current baseline has been reduced to 221 due to crash/loss of

Development Status

aircraft in Jun 2008. This certified fleet consists of the majority of AF Combat Delivery fleets operated by AMC, ANG and AFRC. De-scoped aircraft include a fleet of 166 special mission and C-130H1 Combat Delivery aircraft. Disposition of this 166 aircraft fleet is being addressed as a separate modification program.

C-130 AMP is completing remaining developmental activities. Three aircraft were modified with RDT&E funding. The first aircraft, a C-130H2 (AMP 1), began ground tests in FY06 and first flight occurred in Sep 06. In Mar 07, a second aircraft C-130H2.5 (AMP 2) joined the test fleet after its successful modification. The third model, a C-130H3 (AMP 3), was inducted for trial installation in Nov 07. The first flight for C130 H3 occurred in Feb 09. All aircraft flight test Development Test and Evaluation (DT&E) requirements were completed in Dec 09 in support of an Oct 11 Initial Operational Test & Evaluation (IOT&E) phase.

To date, AMP has completed Critical Design Reviews (CDR) for hardware and majority of the software requirements. Boeing completed initial software production build with first flight in Aug 08. Several Flight Test Build (FTB) upgrades will continue into 2010. Data for the updated H2/H2.5 wiring configurations was delivered in May and Sep 2009.

Aircrew Training System modifications were placed on contract in Jul 06 and Preliminary Design Review for the Weapon System Trainer was completed in Jul 07. This effort will modify a portion of the various Training Programs, Courses, Weapons System Trainers and Maintenance Training Devices to the AMP configuration.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1170.902		167.084		105.907		43.691		7.736		5.745
PROCUREMENT (3010)												
INSTALL KITS	2	6.915	2	10.127			6	17.120	10	28.330	16	44.820
KITS NONRECUR												
EQUIPMENT	2	12.385	[2]	17.242			[6]	31.630	[10]	52.490	[16]	83.350
EQUIP NONREC												
CHANGE ORDERS				10.763				6.236		9.025		12.872
DATA												
SIM/TRAINER			[1]	12.011			[0]	5.918	[4]	3.820	[0]	14.350
SUPPORT-EQUIP		2.542		18.220				11.290		0.000		5.300
CONT LIABILITY		0.765						17.450		28.100		40.160
PROGRAM MNGMT		4.560		20.021				35.530		60.470		65.680
CONTRACTOR SUPPORT				9.781				14.550		17.710		18.880
OGC		0.902		2.600								
DEPOT STAND-UP				12.503				11.830		1.400		
DEPOT PROCESS												0.000
PMA				2.663				15.461		15.587		23.538
*** See Remarks ***				46.672		0.000						
INITIAL SPARES								2.780		4.590		7.270

Fact Sheet: C-130 MN-8517 C-130 AVIONICS MODERNIZATION PROGRAM (AMP) (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-08 2 KITS				10.735	[2]							
FY-09 2 KITS				10.735			[2]					
FY-11 6 KITS									[6]	39.320		
FY-12 10 KITS											[7]	54.880
FY-13 16 KITS												
FY-14 28 KITS												
FY-15 38 KITS												
FY-16 116 KITS												
TOTAL INSTALL				21.470	2		2		6	39.320	7	54.880
TOTAL COST (BP-1100) (Totals may not add due to rounding)	2	28.069	2	184.073			6	169.795	10	260.842	16	371.100
INSTALLATION QTY					2		2		6		7	

Fact Sheet: C-130 MN-8517 C-130 AVIONICS MODERNIZATION PROGRAM (AMP) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								1501.065
PROCUREMENT (3010)								
INSTALL KITS	28	77.190	38	105.190	116	340.190	218	629.882
KITS NONRECUR								
EQUIPMENT	[28]	144.090	[38]	196.810	[116]	636.570	[218]	1174.567
EQUIP NONREC								
CHANGE ORDERS		16.784		22.437		110.540		188.657
DATA								
SIM/TRAINER	[4]	23.990	[0]	23.540	[6]	95.170	[15]	178.799
SUPPORT-EQUIP		0.170		0.300		1.230		39.052
CONT LIABILITY		51.870		68.280		256.780		463.405
PROGRAM MNGMT		60.470		48.740		179.540		475.011
CONTRACTOR SUPPORT		0.000		0.000				60.921
OGC								3.502
DEPOT STAND-UP								25.733
DEPOT PROCESS								
PMA		28.977		34.877		127.860		248.963
*** See Remarks ***								46.672
INITIAL SPARES		12.520		17.060		55.170		99.390
INSTALLATION OF HARDWARE								
FY-08 2 KITS							[2]	10.735
FY-09 2 KITS							[2]	10.735
FY-11 6 KITS							[6]	39.320
FY-12 10 KITS	[3]						[10]	54.880
FY-13 16 KITS	[6]	78.260	[10]				[16]	78.260
FY-14 28 KITS			[12]	127.790	[16]		[28]	127.790
FY-15 38 KITS					[38]	174.890	[38]	174.890
FY-16 116 KITS					[116]	471.380	[116]	471.380
TOTAL INSTALL	9	78.260	22	127.790	170	646.270	218	967.990
TOTAL COST (BP-1100) (Totals may not add due to rounding)	28	494.321	38	645.024	116	2449.320	218	4602.544
INSTALLATION QTY	9		22		170		218	

Method of Implementation: COMBINATION

Initial Lead Time: 13 Months Follow-On Lead Time: 13 Months

Milestones

	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)											10/08	06/10		10/10	12/11
Delivery Date (Month/CY)											11/09	07/11		11/11	01/13

	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18
Contract Date (Month/CY)	06/13	04/14	03/15	03/16	02/17	12/17
Delivery Date (Month/CY)	07/14	05/15	04/16	04/17	03/18	01/19

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																			1	1				2	2	1	3			3	2	2
Output																							1	1				2	1	2	3	

	FY-14				FY-15				FY-16				FY-17				FY-18				FY-19				FY-20			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	2	1		6	4	6	4	8	8	8	10	12	10	11	11	10	10	10	10	12	10	11	12	12	3			
Output	1	2	2	3	2		6	4	6	2	8	7	7	13	12	10	11	11	12	10	9	10	12	10	11	12	12	3

Description/Justification

This modification is required by the Air Force Navigation and Safety Master Plan (Nav/Safety) and Global Air Traffic Management (GATM) mandates which are necessary for worldwide, unrestricted airspace access. The Secretary of Defense directed installation of an airborne collision avoidance system in response to the findings of the April 1996 CT-43 crash. Other C-130s have already been modified with this system, hence this modification will increase commonality across the fleet. Kits are phase-delivered. Leadtime is based on receipt of the Trial Install kits. Implementation is a combination consisting of contract field teams and contractor's facility.

Allocation for Guard/Reserve Requirements:

Kit Procurement

	Prior	FY09	FY10	To Comp	TOTAL
Active	175				175
Reserve	87				87
ANG	179				179

Kit Install

	Prior	FY09	FY10	To Comp	TOTAL
Active	170	2	3		175
Reserve	87				87
ANG	179				179

Aircraft Breakdown: Active 175, Reserve 87, ANG 179, Total 441

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	424	25.856										
KITS NONRECUR	17	17.221										
EQUIPMENT	424	89.177										
EQUIP NONREC	17	4.548										
CHANGE ORDERS		8.572										
DATA		4.745										
SIM/TRAINER	6	3.575										
SUPPORT-EQUIP	48	0.998										
FLIGHT TEST		1.417										

Fact Sheet: C-130 MN-8526 ENHANCED TCAS (TCAS II) (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
OGC			8.821		0.650								
ICS													
RETROFIT			8.025										
WARRANTY													
INSTALLATION OF HARDWARE													
FY-98	70 KITS	70	4.484										
FY-99	49 KITS	49	2.900										
FY-00	32 KITS	32	1.950										
FY-01	36 KITS	36	0.819										
FY-02	26 KITS	26	1.423										
FY-03	59 KITS	59	3.540										
FY-04	67 KITS	67	6.087										
FY-05	15 KITS	15	1.228										
FY-06	56 KITS	56	4.643										
FY-07	20 KITS	20	1.100										
FY-08	11 KITS	6	0.650	[2]		[3]							
TOTAL INSTALL		436	28.824	2		3							
TOTAL COST (BP-1100) (Totals may not add due to rounding)		441	201.779		0.650								
INSTALLATION QTY		436		2		3							

Fact Sheet: C-130 MN-8526 ENHANCED TCAS (TCAS II) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							424	25.856
KITS NONRECUR							17	17.221
EQUIPMENT							[424]	89.177
EQUIP NONREC							[17]	4.548
CHANGE ORDERS								8.572
DATA								4.745
SIM/TRAINER							[6]	3.575
SUPPORT-EQUIP							[48]	0.998
FLIGHT TEST								1.417
OGC								9.471
ICS								
RETROFIT								8.025
WARRANTY								
INSTALLATION OF HARDWARE								
FY-98 70 KITS							[70]	4.484
FY-99 49 KITS							[49]	2.900
FY-00 32 KITS							[32]	1.950
FY-01 36 KITS							[36]	0.819
FY-02 26 KITS							[26]	1.423
FY-03 59 KITS							[59]	3.540
FY-04 67 KITS							[67]	6.087
FY-05 15 KITS							[15]	1.228
FY-06 56 KITS							[56]	4.643
FY-07 20 KITS							[20]	1.100
FY-08 11 KITS							[11]	0.650
TOTAL INSTALL							441	28.824
TOTAL COST (BP-1100) (Totals may not add due to rounding)							441	202.429
INSTALLATION QTY							441	

Method of Implementation: COMBINATION

Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)		06/98	12/98	10/99	10/00	10/01	10/02	10/03	10/04	10/05		10/08
Delivery Date (Month/CY)		12/98	06/99	04/00	04/01	04/02	04/03	04/04	04/05	04/06		04/09

Fact Sheet: C-130 MN-8526 ENHANCED TCAS (TCAS II) (Continued)

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1	1	1	14	16	17	14	30	31	32	30	6	7	7	6	15	15	15	14	17	16	17	17
Output									1	1	1	14	16	17	14	30	31	32	30	6	7	7	6	14	16	15	14	17	16	17	17

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	4	4	4	3	10	16	16	14	5	7	5	3	1	2	1	2	1	1				1	2	
Output	4	4	4	3	10	16	16	14	5	7	5	3		1	2	1	2	1	1				1	2

Description/Justification

Replaces the center wing box (CWB) on MC-130H, HC-130N/P, C-130H, EC-130H, C-130J, and AC-130U aircraft whose center wing's service life expires between 2005-2020. Kit costs vary by Mission Design Series (MDS) as reflected in the kit cost FY05-FY17. Installations are done at Warner Robins Air Logistics Center (ALC) except the EC-130Hs which are done at L3Com's facility. Decision to retire 19 C-130H1s requires 19 kits to be reconfigured, 14 for C-130H2/3 and 5 for EC-130Hs.

FY11 Buy Year Narrative:
Provides for procurement of 19 installs . Result if not funded: 19 aircraft will ground in FY11.

Allocation for Guard/Reserve Requirements:
Kit Procurement

	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	TOTAL
Active	83	8		0	0	3	0	0	0	94
Reserve	1						1		7	9
ANG	0								17	17

Kit Install

	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	TOTAL
Active	9	14	22	19	7	13	5	3	2	94
Reserve	0							1	8	9
ANG	0								17	17

Aircraft Breakdown: Active 94, Reserve 9, ANG 17, Total 120

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	77	297.547	8	30.051							3	15.778
KITS NONRECUR	7	65.669										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		1.189		1.737								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		4.750						0.250		0.064		0.417
OGC		2.273		1.091		0.913		1.862		1.500		1.500

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
OTHER								13.000				
ABIDES Alignment												
INSTALLATION OF HARDWARE												
FY-05 9 KITS	9	21.425										
FY-06 6 KITS			[6]	14.312								
FY-07 33 KITS			[8]	19.082	[22]	55.002	[3]	7.521				
FY-08 36 KITS							[16]	40.104	[9]	23.707	[11]	32.492
FY-09 8 KITS											[1]	2.954
FY-13 3 KITS												
FY-14 1 KITS												
FY-17 5 KITS												
FY-18 10 KITS												
FY-19 9 KITS												
TOTAL INSTALL	9	21.425	14	33.394	22	55.002	19	47.625	9	23.707	12	35.446
TOTAL COST (BP-1100) (Totals may not add due to rounding)	84	392.853	8	66.273		55.915		62.737		25.271	3	53.141
INSTALLATION QTY	9		14		22		19		9		12	

Fact Sheet: C-130 MN-8578 C-130 SYSTEMS/STRUCTURE (PHASE II MODERNIZATION) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS					24	120.263	112	463.639
KITS NONRECUR	1	16.972					8	82.641
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								2.926
DATA								
SIM/TRAINER								
SUPPORT-EQUIP				0.200		1.200		6.881
OGC		1.134		1.400		5.400		17.073
OTHER								13.000
ABIDES Alignment								
INSTALLATION OF HARDWARE								
FY-05 9 KITS							[9]	21.425
FY-06 6 KITS							[6]	14.312
FY-07 33 KITS							[33]	81.605
FY-08 36 KITS							[36]	96.303
FY-09 8 KITS	[5]	15.881	[2]	6.012			[8]	24.847
FY-13 3 KITS			[2]	6.013	[1]	3.609	[3]	9.622
FY-14 1 KITS					[1]	3.608	[1]	3.608
FY-17 5 KITS					[5]	18.867	[5]	18.867
FY-18 10 KITS					[10]		[10]	
FY-19 9 KITS					[9]		[9]	
TOTAL INSTALL	5	15.881	4	12.025	26	26.084	120	270.589
TOTAL COST (BP-1100) (Totals may not add due to rounding)	1	33.987		13.625	24	152.947	120	856.749
INSTALLATION QTY	5		4		26		120	

Method of Implementation: COMBINATION

Initial Lead Time: 32 Months Follow-On Lead Time: 24 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18
Contract Date (Month/CY)		04/05	04/06	12/06	12/07	12/08	12/09	12/10	12/11	12/12	12/13	12/14	12/15	12/16	12/17
Delivery Date (Month/CY)		04/07	04/08	12/08	12/09	12/10	12/11	12/12	12/13	12/14	12/15	12/16	12/17	12/18	12/19

	FY-19	FY-20	FY-21
Contract Date (Month/CY)	12/18	12/19	12/20
Delivery Date (Month/CY)	12/20	12/21	12/22

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1				1				2	2	1	2	3	3	4	4	5	6	5	6	5	4	5	5
Output											1				1				2	2	1	2	3	3	4	4	5	6	5	6	5	4

	FY-12				FY-13				FY-14				FY-15				FY-16				FY-17				FY-18				FY-19			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	2	2	3	2	3	3	3	3	2	1	1	1	1	1	1	1	1	1											1	2	1	1
Output	5	5	2	2	3	2	3	3	3	3	2	1	1	1	1	1	1	1	1												1	2

	FY-20				FY-21			
Quarter	1	2	3	4	1	2	3	4
Input	2	3	2	3	2	3	2	2
Output	1	1	2	3	2	3	2	3

Description/Justification

Funds equipment upgrades to meet the near-term CNS/ATM mandates for the Special Mission (SM) aircraft. Currently these aircraft are unable to access European airspace above 19,500 feet, and starting in 2014 will be restricted from all operations in European airspace without an upgraded 8.33 MHz radio and an enhanced Mode S capability (IFF/SIF transponder).

These hardware upgrades are required per International airspace regulations to allow air traffic controllers to safely place more aircraft into this congested airspace.

This is a FY10 New Start program:

Aircraft Breakdown: Active 37, Reserve 0, ANG 0, Total 37

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR						1.010						
EQUIPMENT					37	24.660						
EQUIP NONREC												
CHANGE ORDERS						1.010						
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10 37 KITS					[19]	1.320	[18]					
TOTAL INSTALL					19	1.320	18					
TOTAL COST (BP-1100)					37	28.000						
(Totals may not add due to rounding)												
INSTALLATION QTY					19		18					

Fact Sheet: C-130 MN-8579 Mode S & 8.33 MHz Upgrades (Continued)
(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								1.010
EQUIPMENT							37	24.660
EQUIP NONREC								
CHANGE ORDERS								1.010
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-10 37 KITS							[37]	1.320
TOTAL INSTALL							37	1.320
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							37	28.000
INSTALLATION QTY							37	

Method of Implementation: COMBINATION

Initial Lead Time: 3 Months Follow-On Lead Time: 3 Months

Milestones

	FY-08	FY-09	FY-10
Contract Date (Month/CY)			04/10
Delivery Date (Month/CY)			07/10

Installation Schedule

	FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												19	18			
Output												19	18			

Description/Justification

The ALR-69 Radar Warning Receiver (RWR) is based upon 1970's technology and was initially installed on USAF aircraft in 1978. The system is scheduled to be in inventory well beyond the year 2016. The aircrews require an enhanced capability to precisely locate and identify the modern day threats in order to meet mission requirements in a dense threat environment and the capability to minimize constant false alarms when encountering these threats. Improved threat information that would be available from a modernized RWR will assist the aircrews in determining precise threat ranges/directions and provide option responses short of mission abort or violent aircraft maneuvering. Threat location refinements will help an enroute aircrew respond "real-time" to previously unknown threats by providing sufficiently accurate information to allow the aircrews to avoid hostile areas. The precision location/identification upgrade and minimization of constant false alarms will improve situational awareness capability and improve reliability for the current ALR-69 system.

Aircraft Breakdown: Active 8, Reserve 0, ANG 0, Total 8

Development Status

The RDT&E funds for design/development activities associated with the SOF modification are in PE 0604270S BPAC 654832.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			6	1.800								
KITS NONRECUR	2	3.529										
EQUIPMENT			[6]	3.515								
EQUIP NONREC	2	1.841										
CHANGE ORDERS		5.784		2.395		0.359						
DATA		1.000		0.100								
SIM/TRAINER	1	0.786	[1]	0.200								
SUPPORT-EQUIP		0.173		0.692								
OGC		0.883		1.000		0.316						
SPARES	3	2.090										
FLT TEST		0.300		0.700								
T.O. Printing		0.200		0.100								
INSTALLATION OF HARDWARE												
FY-07 2 KITS			[1]		[1]							
FY-09 6 KITS					[2]	0.948	[4]					
TOTAL INSTALL			1		3	0.948	4					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	2	16.586	6	10.502		1.623						
INSTALLATION QTY			1		3		4					

Fact Sheet: C-130 MN-8591 ALR-69 UPGRADE (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							6	1.800
KITS NONRECUR							2	3.529
EQUIPMENT							[6]	3.515
EQUIP NONREC							[2]	1.841
CHANGE ORDERS								8.538
DATA								1.100
SIM/TRAINER							[2]	0.986
SUPPORT-EQUIP								0.865
OGC								2.199
SPARES							[3]	2.090
FLT TEST								1.000
T.O. Printing								0.300
INSTALLATION OF HARDWARE								
FY-07 2 KITS							[2]	
FY-09 6 KITS							[6]	0.948
TOTAL INSTALL							8	0.948
TOTAL COST (BP-1100) (Totals may not add due to rounding)							8	28.711
INSTALLATION QTY							8	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months Follow-On Lead Time: 11 Months

Milestones

	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)	11/05	11/06	11/07	11/08
Delivery Date (Month/CY)	10/06	10/07	10/08	10/09

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														1				1	1	1	1	1	1	1
Output														1				1	1	1	1	1	1	1

Description/Justification

The Large Aircraft Infrared Countermeasures System (LAIRCM) provides a significantly improved defense capability for the C-130 to counter the proliferating IR Man-Portable Air Defense Systems (MANPADS) misslie threats. This system is fully automatic following power-up and consists of Group A aircraft modification kits and Group B equipment. The LAIRCM system [AN/AAQ-24(V)] consists of 5 ultra-violet (UV) Missile Warning Sensors, 2 Guardian Laser Transmitter Assemblies (GLTA)/Small Laser Transmitter Assemblies (SLTA), a colorless eye-safe multiband laser, Control Indicator Unit (CIU), and a system processor to detect, track, and counter incoming Infrared (IR) missiles.

The change orders line includes Diminishing Manufacturing Sources (DMS) costs for the identification, review and monitoring of items with high DMS risk potential, classification of identified items according to criticality, identification of alternatives for items having high DMS risks, and non-recurring engineering (NRE)/replacement costs for DMS components. Additionally, change orders include NRE/replacement costs for equipment updates to increase Reliability/Availability/Maintainability (RAM) of LAIRCM Group B LRU/SRU components as identified during the fiscal year.

NOTEs:
Two hundred and Fifty-Nine(259) C-130 aircraft (Active Air Force, Guard and Reserve) are funded (includes FY 11 OCO request) and will be modified with LAIRCM. This includes 8 AC-130H for AFSOC in FY08 ($26.1M).

FY09 procured 16 A kits for AFRC and 8 B kits. It also includes the congressional add for 4 MC-130P A kits (no Grp B) for ANG.
FY09 OCO procured 20 A & B kits and installs (8 AFRC, 12 ANG).
FY10 $1.033 will procure potential engineering changes and program management costs.
FY10 OCO procures 33 A kits and installs and 19 B kits (broken out below).
FY11 $1.019 procures potential engineering changes and program management costs.
FY11 OCO $132M procures 28 A kits and installs and 26 B kits (as broken out below). $15.3M of the OCO is for installs. This document identifies specifically how many aircraft are funded and installed (AD,AFR, ANG), regardless of where the funds were initally allocated.

LAIRM is a "buy-to-budget" program. Prior years include 7 Group B in the Active line from FY08 for the AC-130H aircraft the USAF is modifying for AFSOC. AFRC funding: FY 08 ($35.3M), FY 09 ($55M), FY 10 ($1.1M), FY11 ($1M), FY12 ($1M), FY13 ($1.1M), FY14 ($1.1M), FY15 ($1.1M).

This program has associated Research Development Test and Evaluation (RDT&E) in PE 0401134F. Two C-130s modified with RDT&E funding.

30 SLTA B kits are provided for C-130 installs from the C-17 LAIRCM GLTA upgrade.

FY 2009 funding totals include $0M of appropriated supplemental "Bridge" funding, and $71.5M of appropriated supplemental Overseas Contingency Operations funding.
FY 2010 funding totals include $86.4M for Overseas Contingency Operations.
FY 2011 funding totals include $132M for Overseas Contingency Operations.

"INSTALL KITS" indicates Group A procurement.
"EQUIPMENT" indicates Group B procurement.
"INSTALLATION OF HARDWARE" and the "Installation Schedule" section are aligned with group A installs.

Description/Justification Continued

GROUP A PROCUREMENT & INSTALL

C-130 Kit Procurement - Includes 8 AFSOC AC

	Prior	FY09	FY10	FY11	TOTAL
Active	50	4	14	0	68
Reserve	60	24	0	0	84
ANG	48	12	19	28	107

Kit Install

	Prior	FY09	FY10	FY11	FY 12	FY 13	TOTAL
Active	27	12	12	17	0	0	68
Reserve	28	11	17	14	14	0	84
ANG	20	11	9	7	24	36	107

GROUP B PROCUREMENT & INSTALL

C-130 Kit Procurement - Includes 8 AFSOC AC

	Prior	FY09	FY10	FY11	TOTAL
Active	51	0	17	0	68
Reserve	32	8	2	0	42
ANG	28	20	0	26	74

Kit Install

	Prior	FY09	FY10	FY 11	TOTAL
Active	16	18	17	17	68
Reserve	27	6	7	2	42
ANG	19	15	13	26	74

Aircraft Breakdown Group B: Active 68, Reserve 42, Guard 74, Total 184

"Aircraft Breakdown" below reflects Group A

Aircraft Breakdown: Active 68, Reserve 84, ANG 107, Total 259

Development Status

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	15.644	[1]	4.388								
PROCUREMENT (3010)												
INSTALL KITS	158	48.193	40	13.358	33	12.095	28					
KITS NONRECUR		2.836										
EQUIPMENT	111	239.316	[28]	72.722	[19]	56.053	[26]					
EQUIP NONREC												
CHANGE ORDERS		15.760		10.916		8.000		0.509		0.517		0.526

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		3.530				0.399						
CONTRACTOR SUPPORT		2.481		0.172		0.238						
SPARES		49.877		18.907		24.390						
ENG SUPPORT		11.402		0.852		1.027						
ICS		2.054		0.150								
TRAINING		0.264		0.290		0.045						
OGC		2.836		1.920		1.731		0.510		0.517		0.526
OTHER				0.116								
DEPOT STAND-UP		5.500				3.000						
FY11 OCO Request								132.000				
INSTALLATION OF HARDWARE												
FY-03 2 KITS	2	2.032										
FY-04 13 KITS	13	3.234										
FY-05 56 KITS	46	3.010	[10]									
FY-06 11 KITS	11	3.185										
FY-07 69 KITS	3	20.449	[20]		[25]		[21]					
FY-08 7 KITS		5.708	[4]		[3]							
FY-09 40 KITS				14.651	[5]		[17]		[12]		[6]	
FY-10 33 KITS						13.455			[26]		[7]	
FY-11 28 KITS											[27]	
TOTAL INSTALL	75	37.618	34	14.651	33	13.455	38		38		40	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	158	421.667	40	134.054	33	120.433	28	133.019		1.034		1.052
INSTALLATION QTY	75		34		33		38		38		40	

Fact Sheet: C-130 MN-8629 LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[2]	20.032
PROCUREMENT (3010)								
INSTALL KITS							259	73.646
KITS NONRECUR								2.836
EQUIPMENT							[184]	368.091
EQUIP NONREC								
CHANGE ORDERS		0.538		0.545				37.311
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								3.929
CONTRACTOR SUPPORT								2.891
SPARES								93.174
ENG SUPPORT								13.281
ICS								2.204
TRAINING								0.599
OGC		0.538		0.545				9.123
OTHER								0.116
DEPOT STAND-UP								8.500
FY11 OCO Request								132.000
INSTALLATION OF HARDWARE								
FY-03 2 KITS							[2]	2.032
FY-04 13 KITS							[13]	3.234
FY-05 56 KITS							[56]	3.010
FY-06 11 KITS							[11]	3.185
FY-07 69 KITS							[69]	20.449
FY-08 7 KITS							[7]	5.708
FY-09 40 KITS							[40]	14.651
FY-10 33 KITS							[33]	13.455
FY-11 28 KITS	[1]						[28]	
TOTAL INSTALL	1						259	65.724
TOTAL COST (BP-1100) (Totals may not add due to rounding)		1.076		1.090			259	813.425
INSTALLATION QTY	1						259	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months Follow-On Lead Time: 7 Months

Milestones

	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)			12/02	10/03	11/04	11/05	11/06	01/08	01/09	01/10	01/11
Delivery Date (Month/CY)			09/03	05/04	06/05	06/06	06/07	08/08	08/09	08/10	08/11

Installation Schedule

	FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1			2	4	2	2		2	3	6	7	8	3	5	5	5	4	6	5	5
Output														1			2	4	2	2		2	3	6	7	8	3	5	5	5	4	6	5	5

	FY-09				FY-10				FY-11				FY-12				FY-13				FY-14											
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4								
Input	9	8	9	8	9	8	7	9	10	10	9	9	10	10	9	9	10	10	10	10	1											
Output	5	9	8	9	8	9	8	7	9	10	10	9	9	10	10	9	9	10	10	10	10	1										

Description/Justification

Procures 2 HC-130N/P simulators. Increases Flight Training Unit (FTU) output for aircraft commander upgrades (from 0 to 55 percent), instructor upgrades (from 0 to 100 percent) and nearly doubles overall student output. Eliminates current unsuitable simulator workarounds that utilize non-HC-130 trainers. FY08 funds used to upgrade simulators.

This simulator provides a training solution which allows approximately 3,000 hours of training to be accomplished at 1/10th the cost of in-aircraft training This simulator provides trained HC-130 aircrews, capable of supporting AF's worldwide Combat Search and Rescue requirements.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

NA

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	2	34.553										
SUPPORT-EQUIP												
OGC		0.740		0.208								
REPROGRAM		0.050										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		35.343		0.208								

Fact Sheet: C-130 MN-8678 HC-130 SIMULATOR (Continued)
(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[2]	34.553
SUPPORT-EQUIP								
OGC								0.948
REPROGRAM								0.050
TOTAL COST (BP-1100)								35.551
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 24 Months Follow-On Lead Time: 24 Months

Milestones

	FY-04	FY-05	FY-06
Contract Date (Month/CY)			10/05
Delivery Date (Month/CY)			10/07

Description/Justification

Procures, integrates and installs Link 16 Tactical Data Link (TDL) capability for AFSOC AC-130H and AC-130U Gunship aircraft. TDL capability will be installed on all AC-130 aircraft to provide enhanced situational awareness and connectivity for the air and ground environment.

Aircraft Breakdown: Active 25, Reserve 0, ANG 0, Total 25

Development Status

Program will procure and integrate non-developmental Multi-Functional Information Distribution System (MIDS) Low Volume Terminals (LVTs) on the AC-130.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	25	2.049										
KITS NONRECUR		12.654										
EQUIPMENT		7.593										
EQUIP NONREC		0.152										
CHANGE ORDERS		0.806		0.598								
DATA		1.153										
SIM/TRAINER	2	3.200										
SUPPORT-EQUIP		0.228										
TEST		1.576										
PROGRAM MNGMT		3.383										
INSTALLATION OF HARDWARE												
FY-06 4 KITS	2		[2]									
FY-07 21 KITS			[14]		[7]							
TOTAL INSTALL	2		16		7							
TOTAL COST (BP-1100) (Totals may not add due to rounding)	25	32.794		0.598								
INSTALLATION QTY	2		16		7							

Fact Sheet: C-130 MN-9126 AC-130 LINK 16 GUNSHIP (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							25	2.049
KITS NONRECUR								12.654
EQUIPMENT								7.593
EQUIP NONREC								0.152
CHANGE ORDERS								1.404
DATA								1.153
SIM/TRAINER							[2]	3.200
SUPPORT-EQUIP								0.228
TEST								1.576
PROGRAM MNGMT								3.383
INSTALLATION OF HARDWARE								
FY-06 4 KITS							[4]	
FY-07 21 KITS							[21]	
TOTAL INSTALL							25	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							25	33.392
INSTALLATION QTY							25	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 22 Months Follow-On Lead Time: 14 Months

Milestones

	FY-05	FY-06	FY-07
Contract Date (Month/CY)		07/06	12/07
Delivery Date (Month/CY)		05/08	02/09

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input															1	1	1	3	6	6	3	3	1	
Output																1	2	3	6	6	3	3	1	

Description/Justification

Provides an improved noise cancellation system for C-130 Aircraft. All funding has been Congessional Add.

All requirements are strictly for ANG aircraft.

Allocation for Guard/Reserve Requirements:

Kit Procurement

	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	TOTAL
Active	0									0
Reserve	0									0
ANG	20	3	7							30

Kit Install

	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	TOTAL
Active	0									0
Reserve	0									0
ANG	1	9	13	7						30

Aircraft Breakdown: Active 0, Reserve 0, ANG 30, Total 30

Development Status

This is an ANG COTS procurement.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	19	1.824	3	0.288	7	0.672						
KITS NONRECUR	1	0.760										
EQUIPMENT	19	3.040	[3]	0.480	[7]	1.120						
EQUIP NONREC	1	0.085										
CHANGE ORDERS												
DATA		0.357										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.575		0.228		0.237						
T.O. Printing						0.126						

Fact Sheet: C-130 MN-9134 NOISE CANCELLATION SYSTEM (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-06	12 KITS	1	0.030	[9]	0.330	[2]							
FY-07	3 KITS				0.090	[3]							
FY-08	5 KITS		0.150		0.000	[5]							
FY-09	3 KITS				0.180	[3]							
FY-10	7 KITS						0.245	[7]					
TOTAL INSTALL		1	0.180	9	0.600	13	0.245	7					
TOTAL COST (BP-1100) (Totals may not add due to rounding)		20	6.821	3	1.596	7	2.400						
INSTALLATION QTY		1		9		13		7					

Fact Sheet: C-130 MN-9134 NOISE CANCELLATION SYSTEM (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							29	2.784
KITS NONRECUR							1	0.760
EQUIPMENT							[29]	4.640
EQUIP NONREC							[1]	0.085
CHANGE ORDERS								
DATA								0.357
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								1.040
T.O. Printing								0.126
INSTALLATION OF HARDWARE								
FY-06 12 KITS							[12]	0.360
FY-07 3 KITS							[3]	0.090
FY-08 5 KITS							[5]	0.150
FY-09 3 KITS							[3]	0.180
FY-10 7 KITS							[7]	0.245
TOTAL INSTALL							30	1.025
TOTAL COST (BP-1100) (Totals may not add due to rounding)							30	10.817
INSTALLATION QTY							30	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months Follow-On Lead Time: 3 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)			09/07	09/08	09/09	09/10
Delivery Date (Month/CY)			03/08	12/08	12/09	12/10

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input															1		2	2	2	3	3	3	3	4	2	2	2	1
Output															1		2	2	2	3	3	3	3	4	2	2	2	1

Description/Justification

Program replaces outer wings which have reached the end of their service life on 8 AC-130Hs. C-130 Aircraft Structural Integrity Program (ASIP) has identified the AC-130H as requiring outer wing replacement starting in FY11.

FY11 Buy Year Narrative:
Funds 2 installs of outer wings on AC-130H aircraft. Result if not funded: 2 aircraft will be grounded for outer wings.

Aircraft Breakdown: Active 8, Reserve , ANG , Total 8

Development Status
N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					8	0.784						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10 8 KITS							[2]	2.141	[2]	2.126	[1]	1.148
TOTAL INSTALL							2	2.141	2	2.126	1	1.148
TOTAL COST (BP-1100) (Totals may not add due to rounding)					8	0.784		2.141		2.126		1.148
INSTALLATION QTY							2		2		1	

Fact Sheet: C-130 MN-9135 AC-130 OUTER WING REPLACEMENT (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							8	0.784
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-10 8 KITS	[1]	1.167	[2]	1.189			[8]	7.771
TOTAL INSTALL	1	1.167	2	1.189			8	7.771
TOTAL COST (BP-1100) (Totals may not add due to rounding)		1.167		1.189			8	8.555
INSTALLATION QTY	1		2				8	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 3 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10
Contract Date (Month/CY)			03/10
Delivery Date (Month/CY)			06/10

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1			1		1		1		1				1				1		1
Output													1			1		1		1		1				1				1		1

Description/Justification

In response to urgent operational needs the Wide Area Airborne Surveillance (WAAS) program will equip combatant commanders with sensor capabilities that can be flown on manned and unmanned aircraft (e.g. MQ-9 Reaper) as development allows. The podded wide area airborne sensor suite will provide city-sized and similar broad area surveillance capability. The Joint Requirements Oversight Council Memorandum (JROCM 106-08, dated 27 May 08) approved the Air Force concept for a Wide Area Airborne Surveillance (WAAS) program plan to address Service requirements for wide area airborne sensors on existing manned and unmanned aircraft system platforms. Funding will be allocated in FY09-FY13 for this Air Force Quick Reaction Capability (QRC) program (Gorgon Stare) to meet Combatant Commander (COCOM) Wide Area Airborne Surveillance (WAAS) urgent operational need and will be managed through the 645th Aeronautical Systems Group (AESG, a.k.a. BIG SAFARI Program Office), 303rd Reconnaissance Systems Wing, Aeronautical Systems Center, Air Force Material Command. Air Force provided FY08 funds in BPAC 674818, Imaging and Targeting Support, to initiate program management and system integration concept development. BIG SAFARI Program Office initiated a contract with Sierra Nevada Corporation in July 2008 for this program. Modification funds will build sensor suites and support equipment for installation on manned or unmanned (e.g. MQ-9) test beds, as well as in the final aircraft system architecture.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0305206F.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0, Total 3

Development Status

First article sensor suite and associated architecture are under development. Procurement of production sensors and initial spares will begin upon completion of RDT&E efforts

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)			[1]	34.000						10.000		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			3	43.538								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09 3 KITS					[3]							
TOTAL INSTALL					3							
TOTAL COST (BP-1100)			3	43.538								
(Totals may not add due to rounding)												
INSTALLATION QTY					3							

Fact Sheet: C-130 MN-9136 AIRBORNE RECONN SYSTEMS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)							[1]	44.000
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							3	43.538
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-09 3 KITS							[3]	
TOTAL INSTALL							3	
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							3	43.538
INSTALLATION QTY							3	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 15 Months Follow-On Lead Time: 21 Months

Milestones

	FY-08	FY-09
Contract Date (Month/CY)		01/09
Delivery Date (Month/CY)		04/10

Installation Schedule

	FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input												3
Output												3

Description/Justification

The CSAR HC-130P/N and MC-130P aircraft require Tx/Rcvr capable of 8.33 kHz and VHF freq spacing along with compatibility with existing 25 kHz VHF. VHF is the primary means of communication throughout Eastern Europe. Travel to and from the AOR, without this equipment, will severely impact C-130 aircraft and would be increased up to 5 days when deploying/redeploying into or from theater. Travel through European airspace is already becoming restricted without 8.33kHz VHF capability. 8.33kHz was mandated in FY09 throughout Europe.

Allocation for Guard/Reserve Requirements:

Kit Procurement

	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	TOTAL
Active	0		5	8	6				19
Reserve	0		5						5
ANG	0		13						13

Kit Install

	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	TOTAL
Active	0		5	8	6				19
Reserve	0		5						5
ANG	0		13						13

Aircraft Breakdown: Active 19, Reserve 5, ANG 13, Total 37

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					22	2.200	8	0.800	6	0.600		
KITS NONRECUR					1	0.380						
EQUIPMENT					[22]	7.040	[8]	2.560	[6]	1.920		
EQUIP NONREC					[1]	0.320						
CHANGE ORDERS						0.230						
DATA						0.500		0.100				
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES					[2]	0.371	[2]	0.292	[2]	0.606	[6]	1.882
OGC						0.200		0.080		0.080		
TEST						0.300						

Fact Sheet: C-130 MN-9137 HC-130 8.33 RADIOS (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-10 23 KITS					[23]	1.100						
FY-11 8 KITS							[8]	0.311				
FY-12 6 KITS									[6]	0.220		
TOTAL INSTALL					23	1.100	8	0.311	6	0.220		
TOTAL COST (BP-1100) (Totals may not add due to rounding)					23	12.641	8	4.143	6	3.426		1.882
INSTALLATION QTY					23		8		6			

Fact Sheet: C-130 MN-9137 HC-130 8.33 RADIOS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							36	3.600
KITS NONRECUR							1	0.380
EQUIPMENT							[36]	11.520
EQUIP NONREC							[1]	0.320
CHANGE ORDERS								0.230
DATA								0.600
SIM/TRAINER								
SUPPORT-EQUIP								
SPARES							[12]	3.151
OGC								0.360
TEST								0.300
INSTALLATION OF HARDWARE								
FY-10 23 KITS							[23]	1.100
FY-11 8 KITS							[8]	0.311
FY-12 6 KITS							[6]	0.220
TOTAL INSTALL							37	1.631
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							37	22.092
INSTALLATION QTY							37	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 7 Months Follow-On Lead Time: 6 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)			11/09	11/10	11/11
Delivery Date (Month/CY)			06/10	05/11	05/12

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											12	11	2	2	2	2	2	2	2	
Output											12	11	2	2	2	2	2	2	2	

Description/Justification

Funds 24 C-130 Loadmaster Crashworthy Seats. Crashworthy seats required for safety during critical flying missions
This is a FY11 New Start (did not have funds for past 2 years)

Aircraft Breakdown: Active 24, Reserve 0, ANG 0, Total 24

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	6	0.042					17	0.510				
KITS NONRECUR	1	0.270										
EQUIPMENT	6	0.180					[17]	6.120				
EQUIP NONREC	1	0.030										
CHANGE ORDERS								0.202				
DATA	3	0.300						0.800				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC								0.452				
INSTALLATION OF HARDWARE												
FY-08 7 KITS		0.378	[4]		[3]							
FY-11 17 KITS								0.510	[4]		[13]	
TOTAL INSTALL		0.378	4		3			0.510	4		13	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	7	1.200					17	8.594				
INSTALLATION QTY			4		3				4		13	

Fact Sheet: C-130 MN-9141 C-130 CRASHWORTHY LOADMASTER SEAT (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							23	0.552
KITS NONRECUR							1	0.270
EQUIPMENT							[23]	6.300
EQUIP NONREC							[1]	0.030
CHANGE ORDERS								0.202
DATA							[3]	1.100
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.452
INSTALLATION OF HARDWARE								
FY-08 7 KITS							[7]	0.378
FY-11 17 KITS							[17]	0.510
TOTAL INSTALL							24	0.888
TOTAL COST (BP-1100) (Totals may not add due to rounding)							24	9.794
INSTALLATION QTY							24	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)		11/08		04/10	04/11
Delivery Date (Month/CY)		05/09		10/10	10/11

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											1	3	3									2	2	3	4	3	3	
Output											1	3	3									2	2	3	4	3	3	

Description/Justification

Provides funds to modify/enhance aircrew and maintenance trainers for the Mobility Air Forces (MAF). Upgraded trainers provide for improved combat readiness and reduce utilization of aircraft for training. Additional aircraft formerly used for training are made available to the warfighting commanders. Critical tactical and distributed mission operation training in these simulators increases MAF combat effectiveness and reduces aircraft losses.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[10]	9.008						
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)						9.008						
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: C-130 MN-9142 Tactics/Threat Generation System (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[10]	9.008
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								9.008
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10
Contract Date (Month/CY)			01/10
Delivery Date (Month/CY)			01/10

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-16				FY-17				FY-18				FY-19				FY-20				FY-21				FY-22			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

FY11 OCO Requireement Narrative: Required modification prior to flying combat operations within the AORs. Blue Force Tracker is a GPS-enabled system that provides military commanders and forces with location information about friendly (and despite its name, also about hostile) military forces. Funds 8 kits and installs on MC-130W aircraft. Impact if not funded: These 8 MC-130W aircraft will be unable to be used to their full capability in the AOR.

Why Request Qualifies as an OCO Requirement: Readiness

Supplemental Funding:
- FY2009 funding totals include $0.0 of appropriated supplemental "Bridge" funding, and $0.0 of appropriated supplemental Overseas Contingency Operations funding.
- FY2010 funding totals include $0.0 requested for Overseas Contingency Operations.

Allocation for Guard/Reserve Requirements:

Kit Procurement

	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	TOTAL
Active	0			8					8
Reserve									
ANG									

Kit Install

	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	TOTAL
Active	0			8					8
Reserve									
ANG									

Aircraft Breakdown: Active 8, Reserve 0, ANG 0, Total 8

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

Fact Sheet: C-130 MN-9145 Blue Force Tracker (Continued)

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
FY11 OCO Request								0.400				
TOTAL COST (BP-1100)								0.400				

(Totals may not add due to rounding)

Fact Sheet: C-130 MN-9145 Blue Force Tracker (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
FY11 OCO Request								0.400
TOTAL COST (BP-1100)								0.400
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE
Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				01/11
Delivery Date (Month/CY)				07/11

Description/Justification

FY11 OCO Requirements Narrative: Procures 14 additional complete basic C-130 armor kits and refurbishment kits for currently fielded systems. Armor provide aircraft protection against small arms fire. All kits are for AFRC aircraft.

Kits 2.5M.
Field Level install

Impact if not funded : AFRC aircraft would not be protected from small arms fire and aircrew survivability would be reduced.

Why Request Qualifies as an OCO Requirement: This is a replacement or repair to an original capability.

Supplemental Funding:
- FY2009 funding totals include $0.0 of appropriated supplemental "Bridge" funding, and $0.0 of appropriated supplemental Overseas Contingency Operations funding.
- FY2010 funding totals include $0.0 requested for Overseas Contingency Operations.
- FY2011 funding totals include $2.5M requested for Overseas Contingency Operations.

Allocation for Guard/Reserve Requirements:

Aircraft Breakdown: Active 0, Reserve 14, ANG 0, Total 14

Development Status

None

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							[14]					
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
FY11 OCO Request								2.500				
TOTAL COST (BP-1100)								2.500				
(Totals may not add due to rounding)												

Fact Sheet: C-130 MN-9146 Armor Plate (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[14]	
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
FY11 OCO Request								2.500
TOTAL COST (BP-1100)								2.500
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE
Initial Lead Time: 12 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				01/11
Delivery Date (Month/CY)				01/12

Description/Justification

Program is for Engine Oil Coolers. This is a FY11 New Start

FY11 OCO Requirements Narrative: Funds augment cooling capacity on five AFRC HC-130 aircraft and 14 AFRC C-130 aircraft engines and spares to meet deployment rotations to hot weather locations. Unmodified oil cooling systems often require engine shutdowns during ground operations in hot, possibly hostile environments.

Install kits $3.4M
Field level install

Impact if not funded: C/HC-130 engine life expectancy will be greatly reduced. Crews will be faced with choice of shutting engines down in combat zones or operating engines in excess of limitations. Depending upon the phase of flight the aircraft is in and the tendency of the C/HC-130 to operate at or near flight envelope, this could equal mission failure or loss of aircraft. Certain critical combat operations will not be able to be performed, especially in high, hot environs

Why Request Qualifies as an OCO Requirement: Specialized Request to Meet Operational Needs

Supplemental Funding:
- FY2009 funding totals include $0.0 of appropriated supplemental "Bridge" funding, and $0.0 of appropriated supplemental Overseas Contingency Operations funding.
- FY2010 funding totals include $0.0 requested for Overseas Contingency Operations.

Reserve Component Equipment Projections:
Kit Procurement

	Prior	2009	2010	2011	2012	2013	2014	2015	To Comp	Total
Active	0	0	0	0	0	0	0	0	0	0
Reserve	0	0	0	19	0	0	0	0	0	19

ANG	0	0	0	0	0	0	0	0	0	0

Kit Install - Field Level

Aircraft Breakdown: Active 0, Reserve 19, ANG 0, Total 19

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							19					
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												

Fact Sheet: C-130 MN-9147 ENGINE OIL COOLER (Continued)

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
FY11 OCO Request								3.400				
TOTAL COST (BP-1100)							19	3.400				
(Totals may not add due to rounding)												

Fact Sheet: C-130 MN-9147 ENGINE OIL COOLER (Continued)
(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							19	
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
FY11 OCO Request								3.400
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							19	3.400

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 3 Months Follow-On Lead Time: 3 Months

Milestones

	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				11/10
Delivery Date (Month/CY)				02/11

Description/Justification

FY11 OCO Requirement: This is an FY11 New Start program. Funds 104 C-130H aircraft with Square Window Paratroop Doors. Provides increased visibility to detect surface-to-air fire missile launches in the Overseas Contingency Operations AORs. This is a field level installation.

Procures 104 kits at a cost of $28.42M.

Impact if not funded: Aircrew surviviability is reduced and visibility to detect surface-to-air missle lauches would be reduced.

Why Request Qualifies as an OCO Requirement: Increased force protection.

Supplemental Funding:
- FY2009 funding totals include $0.0 of appropriated supplemental "Bridge" funding, and $0.0 of appropriated supplemental Overseas Contingency Opertaions funding.
- FY2010 funding totals include $0.0 requested for Overseas Contingency Operations.
- FY2011 funding totals include $0.0 requested for Overseas Contingency Operations.

Reserve Component Equipment Projections:
Kit Procurement

	Prior	2009	2010	2011	2012	2013	2014	2015	To Comp	Total
Active	0			71						71
Reserve										
ANG	0			33						33

Kit Install (field level)

Aircraft Breakdown: Active 71, Reserve , ANG 33, Total 104

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												

Fact Sheet: C-130 MN-9148 Square Window Troop Door (Continued)

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SUPPORT-EQUIP												
FY11 OCO Request							[104]	28.420				
TOTAL COST (BP-1100)								28.420				

(Totals may not add due to rounding)

Fact Sheet: C-130 MN-9148 Square Window Troop Door (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
FY11 OCO Request							[104]	28.420
TOTAL COST (BP-1100)								28.420
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE
Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				11/10
Delivery Date (Month/CY)				11/11

Description/Justification

C-130H2 aircraft cockpit windscreens do not comply with DoD Military Standard 3009. Current windscreens in H2s do not allow transmission of the proper light wavelength for use of Night Vision Goggles (NVGs). Windscreens are not addressed under the AMP effort. Meets ASC/ENFC 9601 requirements, on 39 C-130H aircraft.

Allocation for Guard/Reserve Requirements:
Kit Procurement

	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	TOTAL
Active	0									0
Reserve	39									39
ANG	0									0

Kit Install

	Prior	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	TOTAL
Active	0									0
Reserve	0	39								39
ANG	0									0

Aircraft Breakdown: Active 0, Reserve 39, ANG 0, Total 39

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	39	2.048										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.047								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
SPARES	8	0.420										

Fact Sheet: C-130 MN-92292 C-130 WINDSCREEN (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-08 39 KITS				0.812	[19]		[20]					
TOTAL INSTALL				0.812	19		20					
TOTAL COST (BP-1100)	39	2.468		0.859								
(Totals may not add due to rounding)												
INSTALLATION QTY					19		20					

Fact Sheet: C-130 MN-92292 C-130 WINDSCREEN (Continued)
(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							39	2.048
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.047
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								
SPARES							[8]	0.420
INSTALLATION OF HARDWARE								
FY-08 39 KITS							[39]	0.812
TOTAL INSTALL							39	0.812
TOTAL COST (BP-1100)							39	3.327
(Totals may not add due to rounding)								
INSTALLATION QTY							39	

Method of Implementation: DEPOT FIELD TEAM
Initial Lead Time: 3 Months Follow-On Lead Time: 3 Months

Milestones

	FY-07	FY-08
Contract Date (Month/CY)		10/07
Delivery Date (Month/CY)		01/08

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														3	8	8	5	5	5	5
Output														3	8	8	5	5	5	5

Description/Justification

The Aircrew Training and Rehearsal Systems (ATARS) contract acquires, sustains and supports mission qualification training and rehearsal system hardware, software and courseware (including instructors).
These efforts will address obsolescence/recapitalization of MC-130P and MC-130H simulators including: updating control loading, replacing host computer, interface computer and input-ouput medium, replacing and updating instructor operator stations, and updating Digital Radar Land Mass for MC-130H and MC-130P simulators. (Funding may be used to alleviate Diminishing Manufacturing Sources (DMS) issues.)

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER		5.322	[0]	0.628								
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		5.322		0.628								
INSTALLATION QTY												

Fact Sheet: C-130 MN-92299 AFSOC SIMULATOR UPGRADE (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								5.950
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								5.950
INSTALLATION QTY								

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)		03/06	03/07		03/09
Delivery Date (Month/CY)		03/07	03/08		03/10

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-13				FY-14				FY-15				FY-16				FY-17				FY-18				FY-19			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

Low cost safety mods improve safety, reliability and maintainability. They also enhance mission performance and generally reduce logistics costs as they meet emerging requirements for the C/AC/EC/HC/LC/MC-130 fleets.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.150		1.433		1.900		1.900		0.001		1.900
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.150		1.433		1.900		1.900		0.001		1.900

Fact Sheet: C-130 MN-99999A LOW COST SAFETY MODIFICATIONS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.001		1.900		3.800		12.985
TOTAL COST (BP-1100)		0.001		1.900		3.800		12.985
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

Misc low cost mods under $2M. Includes Solid State Syncrophaser, Dual Power Source for the Attitude Direction Indicators (ADI), Interphone Improvements, Ramp Mounting Hold, Enhanced Station Keeping Equipment (E-SKE), Receive lighting and communication/interphone panel to improve reliability, maintainability and safety.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.001		1.350		1.900		1.900		0.001		1.900
FLT LINE LOADER												
TOTAL COST (BP-1100)		0.001		1.350		1.900		1.900		0.001		1.900
(Totals may not add due to rounding)												

Fact Sheet: C-130 MN-99999M MISC SIMULATOR UPDATES (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		0.001		1.900		3.800		12.753
FLT LINE LOADER								
TOTAL COST (BP-1100)		0.001		1.900		3.800		12.753
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

Service bulletins are issued to correct FAA identified deficiencies and affect safety, product improvement, maintenance, and reliability.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.001		1.350		1.938		1.900		0.001		1.900
MN 8191		0.415										
OTHER												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.416		1.350		1.938		1.900		0.001		1.900

Fact Sheet: C-130 MN-99999S SERVICE BULLETINS (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.001		0.405		3.800		11.296
MN 8191								0.415
OTHER								
TOTAL COST (BP-1100)		0.001		0.405		3.800		11.711
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17
Contract Date (Month/CY)									
Delivery Date (Month/CY)									

Description/Justification

Low cost mods improve safety, reliability and maintainability. They also enhance mission performance and generally reduce logistics costs as they meet emerging requirements for the C/AC/EC/HC/LC/MC-130 fleets.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
REFURB OF EMD ASSETS		1.843										
AIRCRAFT		9.158		2.019		1.900		1.900		0.001		1.900
PLS		1.487										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		12.488		2.019		1.900		1.900		0.001		1.900

Fact Sheet: C-130 MN-99999X LOW COST MODIFICATIONS (Continued)
(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
REFURB OF EMD ASSETS								1.843
AIRCRAFT		0.001		1.900		3.800		22.579
PLS								1.487
TOTAL COST (BP-1100)		0.001		1.900		3.800		25.909
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17
Contract Date (Month/CY)											
Delivery Date (Month/CY)											

Description/Justification

This is a FY10 New Start.
The modification is two-fold:
1. Installs the new Emergency Locator Transmitter (ELT) system on 11 HC-130P/N aircraft (11 Active). and 425 selected C-130s to include Combat Delivery and Special Mission aircraft. After Feb 09, the previous ELT system lost satellite tracking capability IAW: NOAA 00-R231 mandate. This dictated a new ELT system that is planned for all AF aircraft.
2. Installs a new Automated Directional Finding (ADF) on 21 HC-130P/N aircraft. Replaces DFA-730.
ADF requirement is listed on Change Order line for 21 aircraft.

Supplemental Funding:
- FY2009 funding totals include $0.0 of appropriated supplemental "Bridge" funding, and $0.0 of appropriated supplemental Overseas Contingency Operations funding.
- FY2010 funding totals include $5.654 requested for Overseas Contingency Operations.
- FY2011 funding totals include $0.0 requested for Overseas Contingency Operations.

Reserve Component Equipment Projections:
Kit Procurement

	Prior	2009	2010	2011	2012	2013	2014	2015	To Comp	Total
Active	0		229							229
Reserve	0		84							84
ANG	0		123							123

Kit Install (field level)

Aircraft Breakdown: Active 229, Reserve 84, ANG 123, Total 436

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					431	6.896						
KITS NONRECUR					5	0.680						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS					[21]	4.380						
DATA						0.889						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.300						

Fact Sheet: C-130 MN-GW111 ELT UPGRADE (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
CONTRACT SUPPORT												
SPARES					[42]	0.685						
FLIGHT TEST						0.050						
INSTALLATION OF HARDWARE												
FY-10 436 KITS							[5]		[431]			
TOTAL INSTALL							5		431			
TOTAL COST (BP-1100)					436	13.880						
(Totals may not add due to rounding)												
INSTALLATION QTY							5		431			

Fact Sheet: C-130 MN-GW111 ELT UPGRADE (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							431	6.896
KITS NONRECUR							5	0.680
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS							[21]	4.380
DATA								0.889
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.300
CONTRACT SUPPORT								
SPARES							[42]	0.685
FLIGHT TEST								0.050
INSTALLATION OF HARDWARE								
FY-10 436 KITS							[436]	
TOTAL INSTALL							436	
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							436	13.880
INSTALLATION QTY							436	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10
Contract Date (Month/CY)			08/10
Delivery Date (Month/CY)			08/11

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																5	120	120	120	71
Output																5	120	120	120	71

Description/Justification

SENIOR SCOUT (SS) is an Intelligence, Surveillance and Reconnaissance (ISR) suite of equipment configured in a roll-on/roll-off shelter/capsule installed in slightly modified C-130 Super E/H/H1/H2 aircraft. (There are currently 18x ANG and 29x RegAF C-130s preconfigured to carry SS. SS can be carried on any C-130 Super E/H/H1/H2 aircraft with $10K modification kits managed by Big Safari. SS could conceivably be carried on C-130 H3/J versions with requisite studies, funding, and engineering changes to SS modification kits.) The system provides direct Signals Intelligence support to local air and ground component commanders and to national command authorities and various intelligence agencies via communication "reachback". It is a flexible, low profile capability adaptable to Strategic, Theater, Tactical, and Counter Drug operations, and Military Operations Other Than War. The SENIOR SCOUT Reliability and Maintainability program provides for the sustained operational capabilities of the current platform. SENIOR SCOUT was fielded in FY89 and has been historically maintained/sustained by operations and maintenance funds. (The SS program was transferred in its entirety to the Air National Guard in FY94.) To extend the life of the sensor suite, obsolete hardware and software must continue to be replaced. Certain mandated interoperability and communications structures must also be complied with. These funds provide for the non-recurring engineering, fabrication and installation of three (3) shelter update kits, two (2) SATCOM groundstations, communication and equipment suites, sensors, and processing upgrades supporting COCOM critical collection requirements. SS is operated by the 169th Intelligence Squadron, Salt Lake City, UT ANG. All funding for the SS program is programmed, managed and executed under the guidelines of the USD/I Military Intelligence Program (MIP) by NGB/A2 for USAF/A2

FY11 Buy Year Narrative: N/A

FY11 OCO Requirements Narrative: Provides special processing capabilities and collection receivers to exploit Signals of Interest (SOI) that are tactically relevent to theater commanders providing critical
intelligence and direct support to troops. Provides improvement of Special Signals collection subsystems in order to provide critial intelligence and direct support of troops in contact. Increase in total capability will allow for greater ability to cross-cue, geo-locate, and disseminate critical information in the timeliest manner. The background spectral search subsystem will search the RF spectrum for any active signals of interest, identify the emitter and provide location data. The distributed precise time reference subsystem enhances the geolocation data by an order of magnitude.

Supplemental Funding:
- FY2009 funding totals include $0.0 of appropriated supplemental "Bridge" funding, and $46.9M of appropriated supplemental Overseas Contingency Operations funding.
- FY2010 funding totals include $0.0 requested for Overseas Contingency Operations.
- FY2011 funding totals include $10.4M requested for Overseas Contingency Operations.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2	16.720										
KITS NONRECUR		1.000										
EQUIPMENT												
EQUIP NONREC		8.050										
CHANGE ORDERS		45.975		11.697		3.952						

Fact Sheet: C-130 MN-SCOUT ANG SENIOR SCOUT (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
CONGRESSIONAL		26.300		46.900		12.600						
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		98.045		58.597		16.552						
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: C-130 MN-SCOUT ANG SENIOR SCOUT (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[2]	16.720
KITS NONRECUR								1.000
EQUIPMENT								
EQUIP NONREC								8.050
CHANGE ORDERS								61.624
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
CONGRESSIONAL								85.800
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								173.194
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months Follow-On Lead Time: 6 Months

Milestones

	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)		01/03	01/04	01/05	01/06	01/07	01/08	01/09	01/10	01/11
Delivery Date (Month/CY)		10/03	07/04	07/05	07/06	07/07	07/08	07/09	07/10	07/11

Installation Schedule

	FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08				FY-09			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-10				FY-11				FY-12				FY-13				FY-14				FY-15				FY-16			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-130Intel				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$0.000	$0.000	$3.963	$10.900	$14.863	$4.023	$7.163	$6.440	$6.617

This line item funds Military Intelligence Program modifications to the C-130 and Special Mission C-130 aircraft. Prior to FY 2011, funding for the ANG Senior Scout modification was budgeted in the "C-130" budget line item."

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ANG	0.000	0.000	14.863	4.023	7.163	6.440	6.617

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P-S	SCOUT	ANG SENIOR SCOUT			4.0	10.9	14.9	4.0	7.2	6.4	6.6		39.1
TOTAL FOR CLASS P-S			0.0	0.0	4.0	10.9	14.9	4.0	7.2	6.4	6.6	0.0	39.1
TOTAL FOR WEAPON SYSTEM C-130Intel			0.0	0.0	4.0	10.9	14.9	4.0	7.2	6.4	6.6	0.0	39.1

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 63	PAGE NO. 1	

Description/Justification

SENIOR SCOUT (SS) is an Intelligence, Surveillance and Reconnaissance (ISR) suite of equipment configured in a roll-on/roll-off shelter/capsule installed in slightly modified C-130 Super E/H/H1/H2 aircraft. (There are currently 18x ANG and 29x RegAF C-130s preconfigured to carry SS. SS can be carried on any C-130 Super E/H/H1/H2 aircraft with $10K modification kits managed by Big Safari. SS could conceivably be carried on C-130 H3/J versions with requisite studies, funding, and engineering changes to SS modification kits.) The system provides direct Signals Intelligence support to local air and ground component commanders and to national command authorities and various intelligence agencies via communication "reachback". It is a flexible, low profile capability adaptable to Strategic, Theater, Tactical, and Counter Drug operations, and Military Operations Other Than War. The SENIOR SCOUT Reliability and Maintainability program provides for the sustained operational capabilities of the current platform. SENIOR SCOUT was fielded in FY89 and has been historically maintained/sustained by operations and maintenance funds. (The SS program was transferred in its entirety to the Air National Guard in FY94.) To extend the life of the sensor suite, obsolete hardware and software must continue to be replaced. Certain mandated interoperability and communications structures must also be complied with. These funds provide for the non-recurring engineering, fabrication and installation of three (3) shelter update kits, two (2) SATCOM groundstations, communication and equipment suites, sensors, and processing upgrades supporting COCOM critical collection requirements. SS is operated by the 169th Intelligence Squadron, Salt Lake City, UT ANG. All funding for the SS program is programmed, managed and executed under the guidelines of the USD/I Military Intelligence Program (MIP) by NGB/A2 for USAF/A2

FY11 Buy Year Narrative: Funding is program baseline for Special Signal collections system kit procurement and installation, System infrastructure upgrades, and Continue National Tactical Integration

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FY11 OCO Requirements Narrative: Provides special processing capabilities and collection receivers to exploit Signals of Interest (SOI) that are tactically relevent to theater commanders providing critical
intelligence and direct support to troops. Provides improvement of Special Signals collection subsystems in order to provide critial intelligence and direct support of troops in contact. Increase in total capability will allow for greater ability to cross-cue, geo-locate, and disseminate critical information in the timeliest manner. The background spectral search subsystem will search the RF spectrum for any active signals of interest, identify the emitter and provide location data. The distributed precise time reference subsystem enhances the geolocation data by an order of magnitude.

Supplemental Funding:
- FY2009 funding totals include $0.0 of appropriated supplemental "Bridge" funding, and $46.9M of appropriated supplemental Overseas Contingency Operations funding.
- FY2010 funding totals include $0.0 requested for Overseas Contingency Operations.
- FY2011 funding totals include $10.9M requested for Overseas Contingency Operations.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												

Fact Sheet: C-130Intel MN-SCOUT ANG SENIOR SCOUT (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
EQUIP NONREC												
CHANGE ORDERS								3.963		4.023		7.163
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
FY11 OCO Request								10.900				
TOTAL COST (BP-1100)								14.863		4.023		7.163
(Totals may not add due to rounding)												

Fact Sheet: C-130Intel MN-SCOUT ANG SENIOR SCOUT (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS		6.440		6.617				28.206
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
FY11 OCO Request								10.900
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		6.440		6.617				39.106

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-130J				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$43.253	$8.484	$80.205	$0.000	$80.205	$75.817	$68.471	$71.185	$71.919

FY2009 funding totals include $9M of appropriated supplemental "Bridge" funding and $0M of appropriated supplemental Overseas Contingency Operations funding.

FY 2010 funding totals include $72M appropriated for Overseas Contingency Operations.

The C-130J is a medium-size transport aircraft capable of performing a variety of combat delivery (tactical airlift) operations across a broad range of mission environments. The primary modifications budgeted in FY10 are Block 7.0 Upgrade, which procures and installs Communication, Navigation and Surveillance Air Traffic Management (CNS/ATM) navigation safety and other aircraft hardware and software improvements on USAF C-130J aircraft and associated training systems; and Large Aircraft Infrared Countermeasures System (LAIRCM), which provides a significantly improved defense capability for the C-130J to counter the proliferating IR Man-Portable Air Defense Systems (MANPADS) missile threats. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	7.492	1.399	2.805	3.088	0.275	0.000	0.000
ANG	20.553	1.749	5.364	3.308	0.275	0.000	0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	_1680	C-130J Tactics Training			3.3								3.3
	_1701	C-130J BLOCK 6.0 UPGRA	0.3										18.4
	_2612	Avionics System and Struct	23.9	0.2	16.4								75.7
	_5222	BLOCK 8.0									49.6	244.6	294.1
	_5296	Wind Gust Brake	8.0	7.3	3.2								24.7
	_6298	C-130J BLOCK 7.0 UPGRA						31.1	58.0	60.6	11.6		161.2
	8629	LARGE AIRCRAFT INFRA	9.0		55.3			42.7	8.5	8.6	8.8	0.6	133.5
	99999X	LOW COST MODIFICATIO	2.0	1.0	2.0			2.0	2.0	2.0	2.0		16.0

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 64	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-130J				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$43.253	$8.484	$80.205	$0.000	$80.205	$75.817	$68.471	$71.185	$71.919

FY2009 funding totals include $9M of appropriated supplemental "Bridge" funding and $0M of appropriated supplemental Overseas Contingency Operations funding.

FY 2010 funding totals include $72M appropriated for Overseas Contingency Operations.

The C-130J is a medium-size transport aircraft capable of performing a variety of combat delivery (tactical airlift) operations across a broad range of mission environments. The primary modifications budgeted in FY10 are Block 7.0 Upgrade, which procures and installs Communication, Navigation and Surveillance Air Traffic Management (CNS/ATM) navigation safety and other aircraft hardware and software improvements on USAF C-130J aircraft and associated training systems; and Large Aircraft Infrared Countermeasures System (LAIRCM), which provides a significantly improved defense capability for the C-130J to counter the proliferating IR Man-Portable Air Defense Systems (MANPADS) missile threats. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	7.492	1.399	2.805	3.088	0.275	0.000	0.000
ANG	20.553	1.749	5.364	3.308	0.275	0.000	0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	Z88888	ADJUSTMENTS	0.0	0.0									
TOTAL FOR CLASS P			43.3	8.5	80.2	0.0	80.2	75.8	68.5	71.2	71.9	245.2	727.0
TOTAL FOR WEAPON SYSTEM C-130J			43.3	8.5	80.2	0.0	80.2	75.8	68.5	71.2	71.9	245.2	727.0

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 64	PAGE NO. 2	

Description/Justification

Funds the procurement and installation of threat generation systems for four C-130J Weapons System Trainers at Little Rock AFB, AR. This new capability will increase combat effectiveness and improve aircraft survivability.

This is a FY11 new start

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER							[1]	3.306				
SUPPORT-EQUIP												
TOTAL COST (BP-1100)								3.306				
(Totals may not add due to rounding)												

Fact Sheet: C-130J MN-_1680 C-130J Tactics Training (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[1]	3.306
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								3.306
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

Funds the procurement and installation of Communication, Navigation, and Surveillance Air Traffic Management (CNS/ATM) navigation safety and other aircraft hardware and software improvements on USAF C-130J aircraft and associated training systems. Four additional aircraft will undergo Block 6.0 conversion with RDT&E funding: 1 C-130J, 1 C-130J(short), 1 WC-130J, and 1 EC-130J Commando Solo.

Aircraft Breakdown: Active 18, Reserve 17, ANG 29, Total 64

Development Status

Mod Complete in Dec 09.

Development of the Block 6.0 upgrade using RDT&E funds in PE 41132F began in 2Q/FY04. Development was completed in FY07. This was the first development contract on the commercially procured C-130J.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	4	48.718										
PROCUREMENT (3010)												
INSTALL KITS	64	7.000										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES		1.000										
DMS (Diminished Manfacturing Sources)												
ATD INTEGRATION		9.410										
INSTALLATION OF HARDWARE												
FY-07 44 KITS	44	0.637										
FY-08 20 KITS			[20]	0.312								
TOTAL INSTALL	44	0.637	20	0.312								
TOTAL COST (BP-1100)	64	18.047		0.312								
(Totals may not add due to rounding)												
INSTALLATION QTY	44		20									

Fact Sheet: C-130J MN-_1701 C-130J BLOCK 6.0 UPGRADES (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)							[4]	48.718
PROCUREMENT (3010)								
INSTALL KITS							64	7.000
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SPARES								1.000
DMS (Diminished Manfacturing Sources)								
ATD INTEGRATION								9.410
INSTALLATION OF HARDWARE								
FY-07 44 KITS							[44]	0.637
FY-08 20 KITS							[20]	0.312
TOTAL INSTALL							64	0.949
TOTAL COST (BP-1100) (Totals may not add due to rounding)							64	18.359
INSTALLATION QTY							64	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 11 Months Follow-On Lead Time: 11 Months

Milestones

	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)						01/07	01/08
Delivery Date (Month/CY)						12/07	12/08

Installation Schedule

	FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08				FY-09		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																										4	20	20	20			
Output																										4	20	20	20			

Description/Justification

Funds the procurement and installation of Air Mobility Command's approved initiatives not associated with the international block upgrade program.

Aircraft Breakdown: Active 60, Reserve 8, ANG 16, Total 84

Development Status

Incorporates previously developed equipment not associated with the international block upgrade program. Project includes two crashworthy loadmaster seats per combat delivery aircraft, the improvement of the loadmaster's ability to detect surface-to-air fire behind the aircraft, and a high altitude ramp and door. Contract will be awarded in Mar 10. Install kits will be done in the field.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active		40	8		12						60
Reserve		0	8		0						8
ANG		0	16		0						16

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	40	31.081	32	23.917			12	16.360				
KITS NONRECUR		4.153										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS						0.191						
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
ATD INTEGRATION												
SPARES												
ABIDES Alignment												
TOTAL COST (BP-1100)	40	35.234	32	23.917		0.191	12	16.360				
(Totals may not add due to rounding)												

Fact Sheet: C-130J MN-_2612 Avionics System and Structural Modifications (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							84	71.358
KITS NONRECUR								4.153
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								0.191
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
ATD INTEGRATION								
SPARES								
ABIDES Alignment								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							84	75.702

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 7 Months Follow-On Lead Time: 7 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)		03/10	03/10		10/10
Delivery Date (Month/CY)		10/10	10/10		05/11

Description/Justification

Funds the procurement and installation of a wind-gust brake assembly mounted internally in the Gearbox Mounted Accessory Drive (GMAD) on the AE 2100D3 engine. When the AE2100D3 engine is not in operation, the propellers are subject to windmilling during periods of high wind gusts creating a safety hazard for the ground crew. The wind-gust assembly (wind-gust brake) is designed to reduce or eliminate undesired windmilling while the aircraft is parked.

Program modifies 82 aircraft (328 engines), 44 spare engines, and 12 rotable GMAD pool spares.

Aircraft Breakdown: Active 41, Reserve 18, ANG 23, Total 82

Development Status

The wind-gust brake has been developed and is installed on United Kingdom C-130Js.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	Prior	FY09	FY10	FY11	To Comp	Total
Active	4	18	19		0	41
Reserve	2	8	8		0	18
ANG	3	10	10		0	23
Insatallation						
Active		4	18	19	0	41
Reserve		2	8	8	0	18
ANG		3	10	10	0	23

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	9	1.460	36	5.986	37	4.930						
KITS NONRECUR												
EQUIPMENT	12	2.160										
EQUIP NONREC												
CHANGE ORDERS		1.950										
DATA		0.250										
SIM/TRAINER												
SUPPORT-EQUIP		0.180										
SPARES		0.200		1.638		0.863		1.680				

Fact Sheet: C-130J MN-_5296 Wind Gust Brake (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-08 9 KITS			[9]	0.400								
FY-09 36 KITS					[36]	1.500						
FY-10 37 KITS							[37]	1.520				
TOTAL INSTALL			9	0.400	36	1.500	37	1.520				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	9	6.200	36	8.024	37	7.293		3.200				
INSTALLATION QTY			9		36		37					

Fact Sheet: C-130J MN-_5296 Wind Gust Brake (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							82	12.376
KITS NONRECUR								
EQUIPMENT							[12]	2.160
EQUIP NONREC								
CHANGE ORDERS								1.950
DATA								0.250
SIM/TRAINER								
SUPPORT-EQUIP								0.180
SPARES								4.381
INSTALLATION OF HARDWARE								
FY-08 9 KITS							[9]	0.400
FY-09 36 KITS							[36]	1.500
FY-10 37 KITS							[37]	1.520
TOTAL INSTALL							82	3.420
TOTAL COST (BP-1100) (Totals may not add due to rounding)							82	24.717
INSTALLATION QTY							82	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)		11/07	01/10	01/10
Delivery Date (Month/CY)		11/08	01/11	01/11

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									2	2	2	3	9	9	9	9	10	9	9	9				
Output										2	2	2	3	9	9	9	9	10	9	9	9			

Description/Justification

The Large Aircraft Infrared Countermeasures System (LAIRCM) provides a significantly improved defense capability for the C-130J to counter the proliferating IR Man-Portable Air Defense Systems (MANPADS) missile threats. This system is fully automatic following power-up and consists of Group A aircraft modification kits and Group B equipment. The LAIRCM system [AN/AAQ-24(V)] consists of 5 Ultra-Violet (UV) Missile Warning Sensors, 2 Guardian Laser Transmitter Assemblies (GLTA)/Small Laser Transmitter Assemblies (SLTA), a colorless eye-safe multiband laser, Control Indicator Unit (CIU), and a system processor to detect, track, and counter incoming Infrared (IR) missiles.

The Change Orders line includes Diminishing Manufacturing Sources (DMS) costs for the identification, review and monitoring of items with high DMS risk potential, classification of identified items according to criticality, identification of alternatives for items having high DMS risks, and non-recurring engineering (NRE)/replacement costs for DMS components. Additionally, Change Orders include NRE/replacement costs for equipment updates to increase Reliability/Availability/Maintainability of LAIRCM Group B LRU/SRU components as identified during the Fiscal Year.

NOTEs:
FY 09 - OCO Bridge funding - procured 2 Grp A and 2 Grp B SLTA kits for EC-130J - Installs in FY12. $3M of the FY2009 $12M "Bridge" funding is contained in the C-17 program pending the transfer of funds per the ANG's request.
FY11 procures 6 Grp A and 6 Grp B - C-130J - Installs in FY12.
FY 12 procures 7 Grp A and 7 Grp B kits plus 6 installs - C-130J - Installs in FY13.
FY 13 procures 1 Grp A and 1 Grp B plus 7 installs - C-130J - Installs in FY14.
FY 14 procures 2 Grp A and 2 Grp B plus 1 install -C-130J - Installs in FY15.
FY 15 procures 2 Grp A and 2 Grp B plus 2 installs - C-130J - Installs in FY16.

LAIRCM is a"buy-to-budget" program. The FY09 OCO funding is early to need as the baseline C-130J R&D effort will not be completed until FY10. The plan is to use these FY09 funds to buy two EC-130J kits and installs when the first C-130J kits are procured in FY11. Therefore, these two FY09-funded kits will not be installed until FY12.

This program has associated Research, Development, Test & Evaluation (RDT&E) funding in PE 0401134F. One C-130J will be modified using RDT&E funding.

FY 2009 funding totals include $12M of appropriated supplemental "Bridge" funding, and $0M of appropriated supplemental Overseas Contingency Operations funding.
FY 2010 funding totals include $0M for Overseas Contingency Operations.
FY 2011 funding totals include $0M for Overseas Contingency Operations.

"INSTALL KITS" indicates Group A procurement.
"EQUIPMENT KITS" indictes Group B procurement
"INSTALLATION OF HARDWARE" and the "Installation Schedule" section are aligned with Group A installs.

GROUP A PROCUREMENT

Kit Procurement	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active			3	5	1	2	2	TBD	13
Reserve			1	1				TBD	2
ANG		2		2	1			TBD	5
Installation									
Active				3	5	1	2	TBD	13
Reserve				1	1			TBD	2
ANG				2	3			TBD	5

Description/Justification Continued

Aircraft Breakdown: Active 13, Reserve 2, ANG 5, Total 20

Development Status

LAIRCM development of the C-130J platform will commence with contract award with RDT&E funds in PE 0401134F in FY 09 and will continue into FY 11. First production kit buy will be in FY 11.

The C-130J LAIRCM system will incorporate the GLTA and the AAR-54 Missile Warning sub-systems.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	3.544	[1]	3.818		12.108		5.522				
PROCUREMENT (3010)												
INSTALL KITS			2	0.899			6	2.698	7	3.204	1	0.466
KITS NONRECUR												
EQUIPMENT			[2]	5.294			[6]	12.163	[7]	16.869	[1]	2.890
EQUIP NONREC												
CHANGE ORDERS				0.231				6.500		1.192		1.731
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				0.437				1.200				
INITIAL SPARES				0.000				14.190		14.241		0.000
OTHER				0.983				1.020		1.992		0.310
TRAINING				0.044				0.100				
ICS												
CONTRACTOR SUPPORT								0.025		0.028		0.033
DEPOT STAND-UP								13.255				
PROGRAM MNGMT				0.462				3.138		2.384		0.319
OGC				0.154				1.050		1.154		0.810
INSTALLATION OF HARDWARE												
FY-09 2 KITS				0.496					[2]			
FY-11 6 KITS									[6]	1.621		
FY-12 7 KITS											[7]	1.926
FY-13 1 KITS												
FY-14 2 KITS												
FY-15 2 KITS												
TOTAL INSTALL				0.496					8	1.621	7	1.926
TOTAL COST (BP-1100) (Totals may not add due to rounding)			2	9.000			6	55.339	7	42.685	1	8.485
INSTALLATION QTY									8		7	

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[2]	24.992
PROCUREMENT (3010)								
INSTALL KITS	2	0.949	2	0.966			20	9.182
KITS NONRECUR								
EQUIPMENT	[2]	4.816	[2]	4.903			[20]	46.935
EQUIP NONREC								
CHANGE ORDERS		0.575		0.260				10.489
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								1.637
INITIAL SPARES		1.020		1.039				30.490
OTHER		0.416		0.440				5.161
TRAINING								0.144
ICS								
CONTRACTOR SUPPORT		0.005		0.010				0.101
DEPOT STAND-UP								13.255
PROGRAM MNGMT		0.427		0.452				7.182
OGC		0.142		0.151				3.461
INSTALLATION OF HARDWARE								
FY-09 2 KITS							[2]	0.496
FY-11 6 KITS							[6]	1.621
FY-12 7 KITS							[7]	1.926
FY-13 1 KITS	[1]	0.280					[1]	0.280
FY-14 2 KITS			[2]	0.570			[2]	0.570
FY-15 2 KITS					[2]	0.581	[2]	0.581
TOTAL INSTALL	1	0.280	2	0.570	2	0.581	20	5.474
TOTAL COST (BP-1100) (Totals may not add due to rounding)	2	8.630	2	8.791		0.581	20	133.511
INSTALLATION QTY	1		2		2		20	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 14 Months Follow-On Lead Time: 14 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)						11/10	11/11	11/12	11/13	11/14
Delivery Date (Month/CY)						01/12	01/13	01/14	01/15	01/16

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																										2	4	2		3	2	2
Output																										2	3	3		3	2	2

	FY-14				FY-15				FY-16			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input		1				1	1			1	1	
Output			1				1	1			1	1

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the C-130J aircraft and associated training systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

NA

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN		2.987		2.000		1.000		2.000		2.000		2.000
CONGRESSIONAL												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.987		2.000		1.000		2.000		2.000		2.000
INSTALLATION QTY												

Fact Sheet: C-130J MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SERVICE BLTN		2.000		2.000				15.987
CONGRESSIONAL								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		2.000		2.000				15.987
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-14				FY-15				FY-16				FY-17				FY-18				FY-19				FY-20			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-135				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$133.809	$148.121	$44.228	$0.000	$44.228	$62.973	$59.310	$52.197	$55.211

FY2010 funding totals include $16.916M appropriated for Overseas Contingency Operations.

The C-135 is a four engine aircraft used for long range cargo and passenger airlift and to support theater commanders. The four engine KC-135 provides air refueling through either the refueling boom or drogue. As a cargo aircraft, the KC-135 can carry six standard 463-L pallets. The primary modifications budgeted in FY10 are for Global Air Traffic Management (GATM) Phase II, Enhanced Mode S and Mode 5 that enhance operational capability by improving aircraft tracking, identification and ability to operate in restrictive global civil airspace. Other modifications are budgeted to improve flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	9.150	25.534	0.904	4.273	5.404	7.009	10.009
ANG	20.126	48.166	4.032	9.167	17.722	21.692	22.018

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODI	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.4
TOTAL FOR CLASS P-S			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
P	8653	BLOCK 45	0.0		8.4			31.1	42.7	48.6	52.1	322.1	505.0
	8654	ENHANCED MODE S	7.9	16.4	0.5								43.3
	9709	GATM PHASE II	118.9	96.9	8.8			0.0					913.8
	9738	CONTROL COLUMN ACTU	4.9										41.2
	9817	MODE 5		1.5	12.6			5.8					19.9
	9818	VOR/ILS ANTENNAE		2.0	2.8			2.9	2.6	2.8	2.3	0.7	16.1
	9819	Visual System Replacement		11.6	9.1			21.1	12.9				54.7
	9820	APU Oil Cooler		15.3									15.3

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 65	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: C-135				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$133.809	$148.121	$44.228	$0.000	$44.228	$62.973	$59.310	$52.197	$55.211

FY2010 funding totals include $16.916M appropriated for Overseas Contingency Operations.

The C-135 is a four engine aircraft used for long range cargo and passenger airlift and to support theater commanders. The four engine KC-135 provides air refueling through either the refueling boom or drogue. As a cargo aircraft, the KC-135 can carry six standard 463-L pallets. The primary modifications budgeted in FY10 are for Global Air Traffic Management (GATM) Phase II, Enhanced Mode S and Mode 5 that enhance operational capability by improving aircraft tracking, identification and ability to operate in restrictive global civil airspace. Other modifications are budgeted to improve flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	9.150	25.534	0.904	4.273	5.404	7.009	10.009
ANG	20.126	48.166	4.032	9.167	17.722	21.692	22.018

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	9821	Electronic Cabinet Covers		1.6									1.6
	9822	KC-135 Podded LAIRCM -		1.2									1.2
	99999X	LOW COST MODIFICATIO	2.0	1.6	2.0			2.0	1.1	0.8	0.8		25.6
TOTAL FOR CLASS P			133.8	148.1	44.2	0.0	44.2	62.9	59.3	52.2	55.2	322.8	1637.8
TOTAL FOR WEAPON SYSTEM C-135			133.8	148.1	44.2	0.0	44.2	62.9	59.3	52.2	55.2	322.8	1638.2

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

Description/Justification

Block 45 addresses reliability, maintainability and obsolescence issues currently experienced by the KC-135 fleet. The modification includes a new Digital Flight Director (DFD), Digital Radar Altimeter (RA), Digital Autopilot (AP) and Electronic Engine Instrument Displays (EEID).

The DFD replaces existing analog flight director (high maintenance driver) and provides a fully integrated flight guidance system and improved capability. The RA replaces existing AL-101 radio altimeter (high maintenance driver) with a new state of the art digital high mean time between failure (MTBF) RA. The digital AP replaces the current analog AP system to resolve parts obsolescence issues, and EEID replaces analog engine instruments to resolve parts obsolescence issues.

Aircraft Breakdown: USAF plans to modify 417 KC-135aircraft (415 KC-135 R/T, 1 Ice Tanker and 1 Test Tanker) with DFD, AP, RA and EEID. Two of the 417 aircraft modifications are prototypes funded with RDT&E appropriations. Through FY15, the USAF will install Block 45 on 121 aircraft (119 with procurement funding and 2 with RDT&E funding).

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0401218F. This program also has associated spares funding.

This program is a new start in FY11 (Procurement).

Projected allocations by component for Block 45 (subject to Total Force mission priorities and aircraft availability)

Kit Procurement

	FY11	FY12	FY13	FY14	FY15	To Complete	Total
Active	6	8	19	19	20	98	170
Reserve		5	5	7	10	40	67
ANG	4	8	20	20	20	108	180
Totals	10	21	44	46	50	246	417

Note: 2 Prototype Articles are procured in FY11 using RDT&E funding.

Installation Procurement

	FY11	FY12	FY13	FY14	FY15	To Complete	Total
Active	2	4	8	19	19	118	170
Reserve			5	5	7	50	67
ANG		4	8	20	20	128	180
Totals	2	8	21	44	46	296	417

Note: 2 Prototype Article installations are procured in FY11 using RDT&E funding.

Aircraft Breakdown: Active 168, Reserve 67, ANG 180, Total 415

Development Status

Includes software development, documentation of source data, NRE, engineering efforts, drawings, analysis, prototypes for integrating efforts for all components of Block 45 onto the aircraft, ground testing and flight testing.

Projected Financial Plan

PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13

Fact Sheet: C-135 MN-8653 BLOCK 45 (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		5.382		5.783		10.220	[2]	20.453		6.211		
PROCUREMENT (3010)												
INSTALL KITS							8	5.520	21	14.919	44	31.889
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS										0.700		0.700
DATA								2.615				
SIM/TRAINER									[5]	10.332	[4]	1.688
SUPPORT-EQUIP												
OGC								0.259		1.510		0.880
MILSTRIP										1.427		1.690
INSTALLATION OF HARDWARE												
FY-11 8 KITS									[8]	2.230		
FY-12 21 KITS											[21]	5.854
FY-13 44 KITS												
FY-14 46 KITS												
FY-15 50 KITS												
FY-16 60 KITS												
FY-17 60 KITS												
FY-18 60 KITS												
FY-19 60 KITS												
FY-20 6 KITS												
TOTAL INSTALL									8	2.230	21	5.854
TOTAL COST (BP-1100) (Totals may not add due to rounding)							8	8.394	21	31.118	44	42.701
INSTALLATION QTY									8		21	

Fact Sheet: C-135 MN-8653 BLOCK 45 (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[2]	48.049
PROCUREMENT (3010)								
INSTALL KITS	46	33.996	50	37.700	246	195.199	415	319.223
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS		0.350						1.750
DATA						1.823		4.438
SIM/TRAINER	[4]	0.730	[4]	0.600	[2]	1.900	[19]	15.250
SUPPORT-EQUIP						0.493		0.493
OGC		0.450		0.309		20.478		23.886
MILSTRIP		0.535		0.148		10.880		14.680
INSTALLATION OF HARDWARE								
FY-11 8 KITS							[8]	2.230
FY-12 21 KITS							[21]	5.854
FY-13 44 KITS	[44]	12.507					[44]	12.507
FY-14 46 KITS			[46]	13.340			[46]	13.340
FY-15 50 KITS					[50]	14.788	[50]	14.788
FY-16 60 KITS					[60]	18.105	[60]	18.105
FY-17 60 KITS					[60]	18.465	[60]	18.465
FY-18 60 KITS					[60]	18.840	[60]	18.840
FY-19 60 KITS					[60]	19.215	[60]	19.215
FY-20 6 KITS					[6]	1.961	[6]	1.961
TOTAL INSTALL	44	12.507	46	13.340	296	91.374	415	125.305
TOTAL COST (BP-1100) (Totals may not add due to rounding)	46	48.568	50	52.097	246	322.147	415	505.025
INSTALLATION QTY	44		46		296		415	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20
Contract Date (Month/CY)					11/10	11/11	11/12	11/13	11/14	11/15	11/16	11/17	11/18	11/19
Delivery Date (Month/CY)					11/11	11/12	11/13	11/14	11/15	11/16	11/17	11/18	11/19	11/20

Fact Sheet: C-135 MN-8653 BLOCK 45 (Continued)

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																						2	3	3	5	5	5	6	11	11	11	11
Output																						2	3	3	5	5	5	6	11	11	11	11

	FY-15				FY-16				FY-17				FY-18				FY-19				FY-20				FY-21							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input	11	11	12	12	12	12	13	13	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	6	0			
Output	11	11	12	12	12	12	13	13	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	6	0			

Description/Justification

Enhanced Surveillance (EHS) is an upgrade to currently fielded Elementary Surveillance (ELS) capability and is a EUROCONTROL mandate required by 31 Mar 09. EHS improves air traffic management in congested airspace by sending aircraft parameters (such as heading, airspeed, ground speed, mach, rate of climb/angle and altitude) to ground tracking stations. EHS is enabled by replacing the existing APX-100 Identification Friend or Foe (IFF) with an APX-119 IFF which includes a Mode 5 card that will make the APX-119 partially Mode 5 ready. Mode 5 capability will be achieved under a separate program through the installation of a Mode 5 crypto module and software.

This modification will be accomplished via field level installation.

Aircraft breakdown: 415 KC-135R/T and 4 Special Purpose aircraft.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0401218F.

Projected allocations by component EHS (subject to Total Force mission priorities and aircraft availability)

Kit Procurement

	Prior	FY09	Total
Active	150	34	184
Reserve	57	7	64
ANG	88	83	171
Totals	295	124	419

Aircraft Breakdown: Active 184, Reserve 64, ANG 171, Total 419

Development Status

RDT&E limited to integration of APX-119 transponder to the KC-135 platform.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		0.819										
PROCUREMENT (3010)												
INSTALL KITS	295	17.974	124	7.265								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.074		0.020		0.850		0.500				
SIM/TRAINER	1	0.241			[1]	1.000						
SUPPORT-EQUIP		0.239				1.000						
SOFTWARE						2.500						
WARRANTY						4.000						

Fact Sheet: C-135 MN-8654 ENHANCED MODE S (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
OGC		0.020		0.615		7.044						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	295	18.548	124	7.900		16.394		0.500				

Fact Sheet: C-135 MN-8654 ENHANCED MODE S (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								0.819
PROCUREMENT (3010)								
INSTALL KITS							419	25.239
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.444
SIM/TRAINER							[2]	1.241
SUPPORT-EQUIP								1.239
SOFTWARE								2.500
WARRANTY								4.000
OGC								7.679
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							419	43.342

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-07	FY-08	FY-09
Contract Date (Month/CY)		02/08	06/09
Delivery Date (Month/CY)		02/09	06/10

Description/Justification

The Global Air Traffic Management (GATM) modification will allow the KC-135 R/T to continue operating in the increasingly restrictive global civil airspace environment. It includes avionics upgrades, wiring interfaces, and associated preparation activities for added communications, navigation, and surveillance equipment needed for operation in oceanic airspace where reduced horizontal separations are implemented. The aeronautical satellite communications equipment provides a beyond line of sight communications capability to support controller-pilot data link communications (CPDLC), and automatic reporting of the aircraft's GPS-derived position (automatic dependent surveillance, ADS). It provides direct pilot to controller voice communications. The second HF radio and HF data link (HFDL) modem provide a backup to the SATCOM data link and Dual Communication Management Units (CMUs) prevent a single point of failure in the Air Traffic Control (ATC) data link system.

Kit Non-Recurring Engineering (NRE) contains funds for KC-135 R/T GATM prototypes and outyear NRE for Special Purpose unique variants. Mod Prep includes the cost of circuit breakers (CB) and transformer rectifiers (TR) Kits.

Funds for kits and installation for annual aircraft lots are obligated in the same fiscal year, as required by the GATM contract.

Aircraft Breakdown for Kit Procurements: 415 KC-135R/T aircraft and 4 special purpose aircraft (419 total). Four (4) KC-135s planned to have the GATM modification are currently unfunded.

Kit Procurement					To Complete
	Prior	FY09	FY10	FY11	Total
Active	154	44			198
Reserve	50	6	13		69
ANG	110	11	27		148
Totals	314	61	40		415

Installation Procurement					To Complete
	Prior	FY09	FY10	FY11	Total
Active	154	44			198
Reserve	50	6	13		69
ANG	110	11	27		148
Totals	314	61	40		415

Aircraft Breakdown: Active 198, Reserve 72, ANG 149, Total 419

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	314	66.817	61	10.486	40	8.365	0					
KITS NONRECUR							0					

Fact Sheet: C-135 MN-9709 GATM PHASE II (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
EQUIPMENT	314	205.671	[61]	38.319	[40]	38.907						
EQUIP NONREC		27.246		13.454		5.658						
CHANGE ORDERS		54.003				2.142		0.750				
DATA		6.113				3.200		2.500				
SIM/TRAINER	18	31.867										
SUPPORT-EQUIP		3.433										
MILSTRIP		19.538		5.900		3.640		1.500				
MOD Prep	70	27.426	[84]	13.145								
WARRANTY		6.298										
Mode S		5.920										
OGC		42.045		6.287		9.199		4.000				
TEST		9.403										
INSTALLATION OF HARDWARE												
FY-99 1 KITS	1	3.217										
FY-00 3 KITS	3	4.306										
FY-02 50 KITS	50	28.924										
FY-03 25 KITS	25	14.873										
FY-04 43 KITS	43	33.550										
FY-05 31 KITS	31	14.131										
FY-06 42 KITS	42	26.229										
FY-07 50 KITS	50	23.452										
FY-08 69 KITS	28	34.756	[41]									
FY-09 61 KITS			[15]	31.357	[45]		[1]					
FY-10 40 KITS					[12]	25.809	[28]					
TOTAL INSTALL	273	183.438	56	31.357	57	25.809	29					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	314	689.218	61	118.948	40	96.920		8.750				
INSTALLATION QTY	273		56		57		29					

Fact Sheet: C-135 MN-9709 GATM PHASE II (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							415	85.668
KITS NONRECUR								
EQUIPMENT							[415]	282.897
EQUIP NONREC								46.358
CHANGE ORDERS								56.895
DATA								11.813
SIM/TRAINER							[18]	31.867
SUPPORT-EQUIP								3.433
MILSTRIP								30.578
MOD Prep							[154]	40.571
WARRANTY								6.298
Mode S								5.920
OGC								61.531
TEST								9.403
INSTALLATION OF HARDWARE								
FY-99 1 KITS							[1]	3.217
FY-00 3 KITS							[3]	4.306
FY-02 50 KITS							[50]	28.924
FY-03 25 KITS							[25]	14.873
FY-04 43 KITS							[43]	33.550
FY-05 31 KITS							[31]	14.131
FY-06 42 KITS							[42]	26.229
FY-07 50 KITS							[50]	23.452
FY-08 69 KITS							[69]	34.756
FY-09 61 KITS							[61]	31.357
FY-10 40 KITS							[40]	25.809
TOTAL INSTALL							415	240.604
TOTAL COST (BP-1100)							415	913.836
(Totals may not add due to rounding)								
INSTALLATION QTY							415	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 20 Months Follow-On Lead Time: 9 Months

Milestones

	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)		10/99	12/99	12/01	06/02	03/03	03/04	03/05	03/06	03/07	03/08	03/09	03/10
Delivery Date (Month/CY)		06/01	09/00	09/02	03/03	12/03	12/04	12/05	12/06	12/07	12/08	12/09	12/10

Fact Sheet: C-135 MN-9709 GATM PHASE II (Continued)

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	8	3	7	11	10	11	9	14	14	14
Output					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	9	8	12	10	10	10	15	14

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	13	15	14	14	13	15	14	14	13	14	15	14	13	14	15	14	13	14	16	14	13	16	0	
Output	13	15	14	14	13	14	15	14	13	14	14	15	13	14	14	15	13	14	15	14	14	15	11	

Description/Justification

This modification installs a brake that mechanically prevents stabilizer movement in the opposite direction of control column movement during a runaway stabilizer trim condition -- an emergency situation experienced by the KC-135 fleet on occasion. Control Column Actuated Brake (CCAB) reduces system operational risk from High to Medium.

Kits Procurement Scope:
415 KC-135R/T and 32 Special Purpose aircraft = 447 kits
Contract negotiated at 448 kits for 448 aircraft. However, a KC-135 aircraft crashed at Manas AB which reduced requirement to 447 aircraft. Extra kit will be used for spare parts.

Installation Procurement Scope:
415 R/T + 3 SP = 418 installs
418 Installations occur at (3) contract field team sites. (Meridian, Fairchild, and Rickenbacker.) Contract was negotiated at 419 installs. However, a KC-135 aircraft crashed at Manas AB which reduced requirement to 418 installs.

Note: 29 Special Purpose (RC (22) /TC (3) /WC (2)/ NC (1)/ TT II (1)) installations will occur at Greenville (Depot) and are funded under a separate Program Element (PE).

Difference in kit (448) and install (419) quantities is due to the 29 Special Purpose aircraft being modified during Special Purpose PDM at the L-3 facilities at Greenville, TX. The KC-135 Program Element (41218F) paid for the kits but the installs for the 29 special purpose aircraft will paid for under a different PE.

Projected allocations by component for CCAB (subject to Total Force mission priorities and aircraft availability)

Kit Procurement

	Prior	FY09	Total
Active	221		221
Reserve	70		70
ANG	157		157
Totals	448		448

Installation Procurement

	Prior	FY09	Total
Active	151	41	192
Reserve	52	18	70
ANG	140	17	157
Totals	343	76	419

Aircraft Breakdown: Active 221, Reserve 70, ANG 157, Total 448

Development Status

N/A

Projected Financial Plan

PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13

Fact Sheet: C-135 MN-9738 CONTROL COLUMN ACTUATOR BRAKE (CCAB) (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	448	16.593										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.143		0.200								
SIM/TRAINER	19	0.561										
SUPPORT-EQUIP		0.193										
OGC		4.355		1.131								
INSTALL	343	14.419	[76]	3.610								
INSTALLATION OF HARDWARE												
FY-05 62 KITS	62											
FY-06 154 KITS	154											
FY-07 160 KITS	127		[33]									
FY-08 72 KITS			[43]									
TOTAL INSTALL	343		76									
TOTAL COST (BP-1100) (Totals may not add due to rounding)	448	36.264		4.941								
INSTALLATION QTY	343		76									

Fact Sheet: C-135 MN-9738 CONTROL COLUMN ACTUATOR BRAKE (CCAB) (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							448	16.593
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.343
SIM/TRAINER							[19]	0.561
SUPPORT-EQUIP								0.193
OGC								5.486
INSTALL							[419]	18.029
INSTALLATION OF HARDWARE								
FY-05 62 KITS							[62]	
FY-06 154 KITS							[154]	
FY-07 160 KITS							[160]	
FY-08 72 KITS							[43]	
TOTAL INSTALL							419	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							448	41.205
INSTALLATION QTY							419	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 11 Months Follow-On Lead Time: 11 Months

Milestones

	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)			03/05	03/06	03/07	03/08
Delivery Date (Month/CY)			02/06	02/07	02/08	02/09

Installation Schedule

	FY-03				FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													20	20	22	30	30	30	31	40	40	40	40	19	19	19	19					
Output													18	20	20	22	30	30	30	31	40	40	40	40	19	19	19	1				

Description/Justification

The Mode 5 modification is a DoD mandated (IOC by 2014, FOC by 2020) upgrade to the KC-135 Identify Friend or Foe (IFF) system (the primary means of aircraft identficaton during Air Defense operations). It will increase anti-spoofing/exploitation capabilities and lowers the possibility of aircraft/aircrew loss due to misidentification of friendly aircraft. The Enhanced Surveillance (EHS) APX-119 is partially Mode 5 ready. This modification will include a new Mode 5 crypto applique module (KIV-77) and software. This will be a field-level installation.

Aircraft Breakdown: 415 KC-135 R/T and 2 special purpose (Ice tanker, Test Tanker II)

Kit Procurement

	FY11	FY12	Total
Active	112	58	170
Reserve	44	23	67
ANG	74	106	180
Totals	230	187	417

Projected allocations by component Mode 5 will be subject to Total Force mission priorities and aircraft availability.

Aircraft Breakdown: Active 170, Reserve 67, ANG 180, Total 417

Development Status

The Mode 5 component was certified by the National Security Administration (NSA) in Apr 08 and the Air Traffic Control & Beacon Systems, IFF and Mark 12 System Program Office in Apr 09. The production contract was awarded in Jul 09. Initial FY10 funding completes the aircraft software integration efforts required for installation.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							230	0.230	187	0.187		
KITS NONRECUR												
EQUIPMENT							[230]	2.645	[187]	2.167		
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.500		0.500		
SIM/TRAINER							[21]	0.650				
SUPPORT-EQUIP								0.250		0.250		
TESTING								1.500		0.500		
OGC						1.500		6.848		2.199		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						1.500	230	12.623	187	5.803		

Fact Sheet: C-135 MN-9817 MODE 5 (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							417	0.417
KITS NONRECUR								
EQUIPMENT							[417]	4.812
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.000
SIM/TRAINER							[21]	0.650
SUPPORT-EQUIP								0.500
TESTING								2.000
OGC								10.547
TOTAL COST (BP-1100)							417	19.926
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)				07/11	07/12
Delivery Date (Month/CY)				07/12	07/13

Description/Justification

The Very High Frequency Omni-Directional Radio (VOR) Antenna modification is a commercial-off-the-shelf (COTS) replacement for the current VOR navigation antenna on the KC-135R and OC-135 fleet. The manufacturing process for the old antenna is obsolete and there are no assets left in supply. The field units are filling Mission Impaired Capability Awaiting Parts (MICAP) requests with assets pulled from the Aerospace Maintenance and Regeneration Group (AMARG). Based on current failure rate, the supply from AMARG will run out by FY10 resulting in MICAPs due to a loss of navigational capability.

An Engineering Analysis was accomplished using sustaining engineering funds to prove the operational capability of the COTS antenna on a NC-135W. The modification was a success and drawings were delivered for manufacturing the structural support for the vertical tail where the antenna will be installed.

Aircraft Breakdown: 415 KC-135R/T aircraft and 3 special purpose aircraft (Ice Tanker and 2 OC-B's).

Projected allocations by component for VOR/ILS Antenna (subject to Total Force mission priorities and aircraft availability)

Kit Procurement

	FY10	FY11	FY12	FY13	FY14	FY15	Total
Active	29	34	30	36	27	15	171
Reserve	5	13	13	11	12	13	67
ANG	22	29	32	29	37	31	180
Totals	56	76	75	76	76	59	418

Installation Procurement

	FY10	FY11	FY12	FY13	FY14	FY15	FY16	Total
Active	1	28	34	30	36	27	15	171
Reserve	0	5	13	13	11	12	13	67
ANG	0	22	29	32	29	37	31	180
Totals	1	55	76	75	76	76	59	418

Aircraft Breakdown: Active 171, Reserve 67, ANG 180, Total 418

Development Status

See above remarks.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					56	1.285	76	1.779	75	1.790	76	1.850
KITS NONRECUR												
EQUIPMENT												

Fact Sheet: C-135 MN-9818 VOR/ILS ANTENNAE (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.021						
SIM/TRAINER												
SUPPORT-EQUIP						0.049						
OGC						0.618		0.472		0.432		0.033
INSTALLATION OF HARDWARE												
FY-10 56 KITS					[1]	0.027	[55]	0.550				
FY-11 76 KITS									[76]	0.710		
FY-12 75 KITS											[75]	0.683
FY-13 76 KITS												
FY-14 76 KITS												
FY-15 59 KITS												
TOTAL INSTALL					1	0.027	55	0.550	76	0.710	75	0.683
TOTAL COST (BP-1100) (Totals may not add due to rounding)					56	2.000	76	2.801	75	2.932	76	2.566
INSTALLATION QTY					1		55		76		75	

Fact Sheet: C-135 MN-9818 VOR/ILS ANTENNAE (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	76	1.887	59	1.404			418	9.995
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA						0.025		0.046
SIM/TRAINER								
SUPPORT-EQUIP								0.049
OGC		0.122		0.071		0.023		1.771
INSTALLATION OF HARDWARE								
FY-10 56 KITS							[56]	0.577
FY-11 76 KITS							[76]	0.710
FY-12 75 KITS							[75]	0.683
FY-13 76 KITS	[76]	0.806					[76]	0.806
FY-14 76 KITS			[76]	0.822			[76]	0.822
FY-15 59 KITS					[59]	0.607	[59]	0.607
TOTAL INSTALL	76	0.806	76	0.822	59	0.607	418	4.205
TOTAL COST (BP-1100) (Totals may not add due to rounding)	76	2.815	59	2.297		0.655	418	16.066
INSTALLATION QTY	76		76		59		418	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)			03/10	04/11	04/12	04/13	04/14	04/15
Delivery Date (Month/CY)			09/10	10/11	10/12	10/13	10/14	10/15

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												1		17	19	19	19	19	19	19	19	19	19	18	19	19	19	19	19	19	19	19
Output												1		17	19	19	19	19	19	19	19	19	19	18	19	19	19	19	19	19	19	19

	FY-16			
Quarter	1	2	3	4
Input	15	15	15	14
Output	15	15	15	14

Description/Justification

Due to limitations in the current KC-135 flight simulator Visual Display System processing power and projection capabilities, the scene projected does not allow sufficient detail to duplicate all required visual references used during formation training and is insufficient to add aerodynamically correct classified threat models to support tactical aircrew training scenarios. Current high cost Cathode Ray Tube (CRT) technology requires significant maintenance manpower costs for manual visual alignments significantly degrading simulator availability. Funds will be used to purchase and install commercial off-the-shelf (COTS) hardware sub-systems aboard 19 KC-135 Operational Flight Training (OFT) simulators including: replace Image Generators (IG), replace high-powered heavy weight projector systems with low-power, low weight, auto aligning systems, upgrade display systems and visual data base imagery, and add secure site classified training capabilities. Program funding supports the purchase of all required equipment and associated equipment installations.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					3	11.554	3	9.140	8	21.100	5	12.888
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10 3 KITS					[0]		[3]					
FY-11 3 KITS									[3]			
FY-12 8 KITS											[6]	
FY-13 5 KITS												
TOTAL INSTALL							3		3		6	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					3	11.554	3	9.140	8	21.100	5	12.888
INSTALLATION QTY							3		3		6	

Fact Sheet: C-135 MN-9819 Visual System Replacement (VSR) (Continued)

(Continued)

		FY-14		FY-15		TO COMP		TOTAL	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT								19	54.682
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
INSTALLATION OF HARDWARE									
FY-10	3 KITS							[3]	
FY-11	3 KITS							[3]	
FY-12	8 KITS	[2]						[8]	
FY-13	5 KITS	[5]						[5]	
TOTAL INSTALL		7						19	
TOTAL COST (BP-1100)									
(Totals may not add due to rounding)								19	54.682
INSTALLATION QTY		7						19	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 10 Months Follow-On Lead Time: 10 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)			03/10	03/11	03/12	03/13
Delivery Date (Month/CY)			01/11	01/12	01/13	01/14

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1	1	1	0	1	1	1	0	2	2	2	2	2	2	1	
Output													0	1	1	1	1	1	1	1	1	1	2	2	2	2	2	

Description/Justification

Auxiliary Power Units (APUs) onboard KC-135 aircraft are automatically shutting down when the oil temperature exceeds 275 degrees Fahrenheit. Onboard APUs are required to provide aircraft ground power prior to aircraft launch and during maintenance actions. APU automatic shutdowns frequently occur when the outside temperature exceeds 90 degrees Fahrenheit. This problem is particularly acute in the high ambient temperatures and high ops tempo in the CENTCOM AOR. AMC Test 26-317-99 determined an APU air/intercooler did maintain APU oil temperatures below 250 degrees Fahrenheit.

This modification will be accomplished via field level installation for all 954 APUs in the inventory. 832 installed on aircraft and 122 in Supply/Readiness Spares Package (RSP). 416 aircraft (including the Ice Tanker) will require 2 kits each.

415 R/T and 1 special purpose aircraft (Ice Tanker) will be modified.

Kit Procurement

	FY10	Total
Active	338	338
Reserve	134	134
ANG	360	360
RSP	122	122
Totals	954	954

This modification will be accomplished via field level installation.

FY 2009 funding totals include $ 0.0M of appropriated supplemental "Bridge" funding, and $0.0M of appropriated supplemental Overseas Contingency Operations funding.
FY 2010 funding totals include $$15.316M for Overseas Contingency Operations.
FY 2011 funding totals include $0.0M for Overseas Contingency Operations.

Aircraft Breakdown: Active 169, Reserve 67, ANG 180, Total 416

Development Status

In August 2006, Request for Information (RFI) data was collected from four companies.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					[954]	14.902						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.398						

Fact Sheet: C-135 MN-9820 APU Oil Cooler (Continued)

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.016						
TOTAL COST (BP-1100)						15.316						
(Totals may not add due to rounding)												

Fact Sheet: C-135 MN-9820 APU Oil Cooler (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[954]	14.902
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.398
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.016
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								15.316

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 15 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10
Contract Date (Month/CY)			07/10
Delivery Date (Month/CY)			10/11

Description/Justification

The current cabinet covers are deteriorating allowing temperatures within the cabinet to exceed operational allowances on commercial avionics equipment being procured for Block 45. The electronic cabinet cover replacement is required prior to the Block 45 avionics upgrade installation. Kits are manufactured at Tinker AFB at a rate of 40 per month, and Air Mobility Command (AMC) will manage kit deliveries to units. The program will be completed within two years of funding appropriation.

Aircraft Breakdown: 415 R/T and 3 special purpose aircraft (2 OC and 1 Ice Tanker) will be modified.

FY 2009 funding totals include $0.0M of appropriated supplemental "Bridge" funding, and $0.0M of appropriated supplemental Overseas Contingency Operations funding.
FY 2010 funding totals include $1.6M for Overseas Contingency Operations.
FY 2011 funding totals include $0.0M for Overseas Contingency Operations.

Kit Procurement

	FY10	FY11	FY12	FY13	FY14	FY15	To Complete	Total
Active	185						0	185
Reserve	64						0	64
ANG	169						0	169
Totals	418						0	418

Installation Procurement

	FY10	FY11	FY12	FY13	FY14	FY15	To Complete	Total
Active	0						0	0
Reserve	0						0	0
ANG	0						0	0
Totals	0						0	0

Aircraft Breakdown: Active 185, Reserve 64, ANG 169, Total 418

Development Status

The development and prototype of the replacement cabinet cover have been completed.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					[418]	1.495						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												

Fact Sheet: C-135 MN-9821 Electronic Cabinet Covers (Continued)

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
CHANGE ORDERS												
DATA						0.080						
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES					[7]	0.025						
TOTAL COST (BP-1100)						1.600						
(Totals may not add due to rounding)												

Fact Sheet: C-135 MN-9821 Electronic Cabinet Covers (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[418]	1.495
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.080
SIM/TRAINER								
SUPPORT-EQUIP								
SPARES							[7]	0.025
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								1.600

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 1 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10
Contract Date (Month/CY)			05/10
Delivery Date (Month/CY)			06/10

Description/Justification

The Large Aircraft Infra-Red Counter Measures System (LAIRCM) pod provides the KC-135 with defensive capability to counter the infrared (IR) Man-Portable Air-Defense Systems (MANPADS) missile threat. To date, a single Test Tanker KC-135 has been modified with the Air Mobility Command (AMC) standard LAIRCM configuration for the purpose of data collection and evaluation. This new program installs a different Commercial Off-The-Shelf (COTS) fully self-contained LAIRCM Single Turret system as a temporary [T-2] modification in order to perform an operational utility evaluation (OUE) on a single KC-135 aircraft. The OUE will determine the suitability and capability of this COTS alternative to the planned AMC standard KC-135 configuration as documented by AMC in AMC AF 1067, 09-039, dated 15 Dec 09.

Note: This is a FY10 Congressional add. These funds are being reprogrammed into KC-135 RDT&E (PE 041218F BPAC 675261) for proper execution.

Kit Procurement

	FY10	FY11	FY12	FY13	FY14	FY15	To Complete	Total
Active	0						0	0
Reserve	0						0	0
ANG	0						0	0
Totals	0						0	0

Note: the LAIRCM hardware end item used for this effort is COTS and is to be provided at no cost to the Government for the purposes of Operational Utility Evaluation (OUE).

Installation Procurement

	FY10	FY11	FY12	FY13	FY14	FY15	To Complete	Total
Active	0						0	0
Reserve	0						0	0
ANG	0						0	0
Totals	0						0	0

Note: the LAIRCM hardware end item used for this effort is COTS and is to be provided at no cost to the Government for the purposes of Operational Utility Evaluation (OUE).

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

This COTS solution for podded LAIRCM was previously developed by the Department of Homeland Security (DHS) for protection of commercial aircraft. .

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												

Fact Sheet: C-135 MN-9822 KC-135 Podded LAIRCM - AFR (Continued)

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						1.200						
TOTAL COST (BP-1100)						1.200						

(Totals may not add due to rounding)

Fact Sheet: C-135 MN-9822 KC-135 Podded LAIRCM - AFR (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								1.200
TOTAL COST (BP-1100)								1.200
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

These are low cost safety modifications which are necessary for safe system performance.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR		0.008										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.256		0.025		0.025		0.025		0.025		0.025
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.264		0.025		0.025		0.025		0.025		0.025

Fact Sheet: C-135 MN-99999A LOW COST SAFETY MODIFICATIONS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								0.008
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.025		0.025				0.431
TOTAL COST (BP-1100)		0.025		0.025				0.439
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)							
Delivery Date (Month/CY)							

Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs and to implement fleet upgrades and enhancements to meet emerging requirements for the 447 aircraft and associated training systems. Low Cost modifications are accomplished per the direction and priorities of Air Mobility Command, based on available resources.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		15.307		1.995		1.612		1.995		1.995		1.130
TOTAL COST (BP-1100)		15.307		1.995		1.612		1.995		1.995		1.130
(Totals may not add due to rounding)												

Fact Sheet: C-135 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.789		0.792				25.615
TOTAL COST (BP-1100)		0.789		0.792				25.615
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)									
Delivery Date (Month/CY)									

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: CCALL				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$24.535	$29.094	$176.558	$10.000	$186.558	$122.478	$77.168	$58.058	$60.139

FY2011 funding total includes $10.0M requested for Overseas Contingency Operations.

The EC-130H COMPASS CALL aircraft is the USAF's wide-area coverage Airborne Electronic Attack (AEA) and Offensive Counter Information (OCI) weapon system. The mission equipment must continue to evolve to keep pace with the adversary developments in new communications and sensor technology as well as use of rapidly advancing commercial technology. Production funds are required for modification kit production (both hardware and software) and installation on each aircraft during its Programmed Depot Maintenance (PDM) and mission system upgrade.

FY09 funding will be utilized to install Baseline 1 configuration.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	1001	COMPASS CALL	24.5	29.1	176.6	10.0	186.6	122.5	77.2	58.1	60.1		558.0
TOTAL FOR CLASS P			24.5	29.1	176.6	10.0	186.6	122.5	77.2	58.1	60.1	0.0	558.0
TOTAL FOR WEAPON SYSTEM CCALL			24.5	29.1	176.6	10.0	186.6	122.5	77.2	58.1	60.1	0.0	558.0

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

Description/Justification

The EC-130H COMPASS CALL aircraft is the USAF's wide-area, airborne Command and Control Warfare/Information Operations (C2W/IO) weapon system. The mission equipment must continue to evolve to keep pace with adversary developments in new communications and sensor technology as well as use of rapidly advancing commercial technology. Production funds are required for modification kit production (both hardware and software) and installation on each aircraft during its Programmed Depot Maintenance (PDM) and mission system upgrade. Block 30, Block 35/Baseline 0, and Baseline 1 configurations are currently fielded.

Equipment includes mission equipment retrofits based on the PDM / modification schedule. Current program of record includes the following resources: 14 EC-130H operational / mission capable aircraft (primary mission aircraft inventory/PMAI), one TC-130H flight deck trainer aircraft (basic aircraft inventory/BAI), and one COMPASS CALL Mission Crew Simulator (CCMCS) configured to the Block 35/Baseline 0 specifications. The program of record funding profile includes $150.0M of procurement funding in FY11 through FY13 ($75.0M + $50.0M + $25.0M respectively) to convert a WC-130H into an EC-130H COMPASS CALL and grow the program of record by one operational / mission capable aircraft (15 PMAI in FY13). Additionally, $58.0M of procurement funding in FY11 and FY12 ($30.0M + $28.0M respectively) provides the unit with a flight deck simulator and a second mission crew simulator (CCMCS) configured to the Baseline 1 specifications. Lastly, $86.701M of procurement funding in FY11 and FY12 ($38.101M + $48.6M respectively) corrects the initial spares appropriation, allowing for the purchase of two Baseline 1 kits, the remaining quick engine change (QEC) configuration kits, four sub-system (SS) 1 kits plus four SS 2 Group B kits and four associated spares kits, and eight Block 35 SPEAR pods.

In FY11, budget totals include $10.0M of OCO funding to procure Group B equipment for an advanced Infrared (IR) Countermeasures system for EC-130H COMPASS CALL mission aircraft. Improved IR Countermeasures are needed to protect aircrews from Man Portable Air Defense Systems (MANPADS) threat in and around their operating area of interest.

Aircraft Breakdown: Active 15, Reserve 0, ANG 0, Total 15

Development Status

The EC-130H COMPASS CALL weapon system is continuously improved using a rapid development and acquisition process supporting a Baseline upgrade strategy. User needs and technology opportunities are continuously reviewed and a new mission equipment baseline is defined approximately every 24 to 36 months. Baseline 2 configuration of the COMPASS CALL is currently under development for a projected fielding date of late FY13 or early FY14.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			2	10.402	2	10.120	2	18.111	2	18.202	2	11.246
KITS NONRECUR												
EQUIPMENT				7.793		12.534		122.207		70.038		59.379
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER							[1]	29.795	[1]	27.728		
SUPPORT-EQUIP												
FY11 OCO Request								10.000				

Fact Sheet: CCALL MN-1001 COMPASS CALL (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-09	2 KITS			[2]	6.340								
FY-10	2 KITS					[2]	6.440						
FY-11	2 KITS							[2]	6.445				
FY-12	2 KITS									[2]	6.510		
FY-13	2 KITS											[2]	6.543
FY-14	2 KITS												
FY-15	2 KITS												
TOTAL INSTALL				2	6.340	2	6.440	2	6.445	2	6.510	2	6.543
TOTAL COST (BP-1100) (Totals may not add due to rounding)				2	24.535	2	29.094	2	186.558	2	122.478	2	77.168
INSTALLATION QTY				2		2		2		2		2	

Fact Sheet: CCALL MN-1001 COMPASS CALL (Continued)

(Continued)

		FY-14		FY-15		TO COMP		TOTAL	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS		2	11.455	2	12.109			14	91.645
KITS NONRECUR			3.065		3.166				6.231
EQUIPMENT			36.997		38.414				347.362
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER								[2]	57.523
SUPPORT-EQUIP									
FY11 OCO Request									10.000
INSTALLATION OF HARDWARE									
FY-09	2 KITS							[2]	6.340
FY-10	2 KITS							[2]	6.440
FY-11	2 KITS							[2]	6.445
FY-12	2 KITS							[2]	6.510
FY-13	2 KITS							[2]	6.543
FY-14	2 KITS	[2]	6.541					[2]	6.541
FY-15	2 KITS			[2]	6.450			[2]	6.450
TOTAL INSTALL		2	6.541	2	6.450			14	45.269
TOTAL COST (BP-1100) (Totals may not add due to rounding)		2	58.058	2	60.139			14	558.030
INSTALLATION QTY		2		2				14	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)		12/08	12/09	12/10	12/11	12/12	12/13	12/14
Delivery Date (Month/CY)		12/09	12/10	12/11	12/12	12/13	12/14	12/15

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1		1		1		1		1		1		1		1		1		1		1		1		1		1	
Output						1		1		1		1		1		1		1		1		1		1		1		1		1		1

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: DARP				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$112.948	$118.159	$105.540	$0.000	$105.540	$165.163	$168.601	$175.323	$178.624

FY 2009 funding totals include $6.25M of appropriated supplemental Overseas Contingency Operations.
FY 2010 funding totals include $10.30M appropriated for Overseas Contingency Operations.

This line item funds classified modifications to the Defense Airborne Reconnaissance Program aircraft. The primary modification budgeted in FY10 is Rivet Joint.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	_2504	COBRA BALL	20.8	14.5	11.4			20.5	20.9	21.2	21.6		131.0
	4263	RIVET JOINT	82.3	93.7	84.1			134.5	137.4	143.6	146.3		822.1
	4265	COMBAT SENT	9.8	9.9	10.0			10.1	10.3	10.5	10.7		71.3
TOTAL FOR CLASS P			112.9	118.2	105.5	0.0	105.5	165.2	168.6	175.3	178.6	0.0	1024.4
TOTAL FOR WEAPON SYSTEM DARP			112.9	118.2	105.5	0.0	105.5	165.2	168.6	175.3	178.6	0.0	1024.4

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 67	PAGE NO. 1	

Description/Justification

Procures and installs various modifications for RC-135S aircraft. This modification plan has multiple contract and delivery dates. Due to the rapidly changing threat environment encountered during our prolonged commitment to Overseas Contingency Operations (OCO), the acquisition program manager has the authority to redirect funding as necessary to meet current stated and emerging Combatant Commander requirements.

The entire RC-135 program (DARP/Manned Reconnaissance Systems) is managed as a spiral development acquisition strategy with a continuous baseline upgrade in order to maintain relevancy to evolving and emerging adversarial threats such as the proliferation of networked communications for terrorists / insurgents world-wide. The BIG SAFARI Baseline upgrade strategy requires purchase agreements for long lead items that take appoximately 12 months from contract award to delivery. Items contracted for purchase and integration in a given Baseline upgrade are bought in the first year of the procurement funding cycle and are installed in the next year. This acquisition strategy has been successful in maintaining critical combat capability in the ISR arena over the last 30+ years. Decrementing the installation or procurement funding in any one single year will break this agile spiral upgrade program and place the viability of the entire RC-135S COBRA BALL capability at considerable risk.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0, Total 3

Development Status

Aircraft, sensor systems, and associated ground support system modifications planned for FY10-FY15 include the procurement, fielding and logistical support for two distinct baselines for RC-135S COBRA BALL.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	2.597	1	2.818	1	2.929	1	3.060	1	3.209
KITS NONRECUR												
EQUIPMENT				11.948		5.363		2.073		10.792		10.900
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[1]	6.234								
SUPPORT-EQUIP												

Fact Sheet: DARP MN-_2504 COBRA BALL (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-09	1 KITS					[1]	6.363						
FY-10	1 KITS							[1]	6.430				
FY-11	1 KITS									[1]	6.656		
FY-12	1 KITS											[1]	6.762
FY-13	1 KITS												
FY-14	1 KITS												
FY-15	1 KITS												
TOTAL INSTALL						1	6.363	1	6.430	1	6.656	1	6.762
TOTAL COST (BP-1100) (Totals may not add due to rounding)				1	20.779	1	14.544	1	11.432	1	20.508	1	20.871
INSTALLATION QTY				1		1		1		1		1	

Fact Sheet: DARP MN-_2504 COBRA BALL (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	1	3.255	1	3.369			7	21.237
KITS NONRECUR								
EQUIPMENT		11.112		11.247				63.435
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[1]	6.234
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-09 1 KITS							[1]	6.363
FY-10 1 KITS							[1]	6.430
FY-11 1 KITS							[1]	6.656
FY-12 1 KITS							[1]	6.762
FY-13 1 KITS	[1]	6.872					[1]	6.872
FY-14 1 KITS			[1]	6.997			[1]	6.997
FY-15 1 KITS								
TOTAL INSTALL	1	6.872	1	6.997			6	40.080
TOTAL COST (BP-1100) (Totals may not add due to rounding)	1	21.239	1	21.613			7	130.986
INSTALLATION QTY	1		1				7	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16
Contract Date (Month/CY)		01/09	01/10	01/11	01/12	01/13	01/14	01/14	01/15
Delivery Date (Month/CY)		01/10	01/11	01/12	01/13	01/14	01/15	01/15	01/16

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1				1				1				1				1				1				1			
Output							1				1				1				1				1				1				1	

Description/Justification

FY 2010 funding totals include $10.3M appropriated for Overseas Contingency Operations to procure WiMAX equipment.

Procures and installs various modifications for RC-135V/W aircraft. This modification plan has multiple contract and delivery dates. Due to the rapidly changing threat environment encountered during our prolonged commitment to Overseas Contingency Operations (OCO), the acquisition program manager has the authority to redirect funding as necessary to meet current stated and emerging Combatant Commander requirements.

The entire RC-135 program (DARP/Manned Reconnaissance Systems) is managed as a spiral development acquisition strategy with a continuous baseline upgrade in order to maintain relevancy to evolving and emerging adversarial threats such as the proliferation of networked communications for terrorists / insurgents world-wide. The BIG SAFARI Baseline upgrade strategy requires purchase agreements for long lead items that take appoximately 12 months from contract award to delivery. Items contracted for purchase and integration in a given Baseline upgrade are bought in the first year of the procurement funding cycle and are installed in the next year. This acquisition strategy has been successful in maintaining critical combat capability in the ISR arena over the last 30+ years. Decrementing the installation or procurement funding in any one single year will break this agile spiral upgrade program and place the viability of the entire RC-135V/W RIVET JOINT capability at considerable risk.

Aircraft Breakdown: Active 17, Reserve 0, ANG 0, Total 17

Development Status

Aircraft, sensor systems, and associated ground support system modifications planned for FY10-FY15 include the procurement, fielding and logistical support for three distinct RC-135V/W RIVET JOINT baseline configurations.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			2	10.300	2	10.153	2	10.417	2	10.851	2	11.289
KITS NONRECUR												
EQUIPMENT				29.207		40.661		32.398		81.537		83.158
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[1]	39.507								
SUPPORT-EQUIP				3.317		2.348						

Fact Sheet: DARP MN-4263 RIVET JOINT (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-09 2 KITS					[2]	40.514						
FY-10 2 KITS							[2]	41.324				
FY-11 2 KITS									[2]	42.150		
FY-12 2 KITS											[2]	42.993
FY-13 2 KITS												
FY-14 2 KITS												
FY-15 2 KITS												
TOTAL INSTALL					2	40.514	2	41.324	2	42.150	2	42.993
TOTAL COST (BP-1100) (Totals may not add due to rounding)			2	82.331	2	93.676	2	84.139	2	134.538	2	137.440
INSTALLATION QTY			2		2		2		2		2	

Fact Sheet: DARP MN-4263 RIVET JOINT (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	2	11.745	2	12.209			14	76.964
KITS NONRECUR								
EQUIPMENT		88.020		89.410				444.391
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[1]	39.507
SUPPORT-EQUIP								5.665
INSTALLATION OF HARDWARE								
FY-09 2 KITS							[2]	40.514
FY-10 2 KITS							[2]	41.324
FY-11 2 KITS							[2]	42.150
FY-12 2 KITS							[2]	42.993
FY-13 2 KITS	[2]	43.853					[2]	43.853
FY-14 2 KITS			[2]	44.730			[2]	44.730
FY-15 2 KITS								
TOTAL INSTALL	2	43.853	2	44.730			12	255.564
TOTAL COST (BP-1100) (Totals may not add due to rounding)	2	143.618	2	146.349			14	822.091
INSTALLATION QTY	2		2				14	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)		01/09	01/10	01/11	01/12	01/13	01/14	01/15
Delivery Date (Month/CY)		01/10	01/11	01/12	01/13	01/14	01/15	01/16

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1		1		1		1		1		1		1		1		1		1		1		1		1		1	
Output						1		1		1		1		1		1		1		1		1		1		1		1		1		1

Description/Justification

Procures and installs various classified modifications for RC-135U aircraft. This modification plan has multiple contract and delivery dates. Due to the rapidly changing threat environment encountered during our prolonged commitment to Overseas Contingency Operations (OCO), the acquisition program manager has the authority to redirect funding as necessary to meet current stated and emerging Combatant Commander requirements.

The entire RC-135 program (DARP/Manned Reconnaissance Systems) is managed as a spiral development acquisition strategy with a continuous baseline upgrade in order to maintain relevancy to evolving and emerging adversarial threats such as the proliferation of networked communications for terrorists / insurgents world-wide. The BIG SAFARI Baseline upgrade strategy requires purchase agreements for long lead items that take appoximately 12 months from contract award to delivery. Items contracted for purchase and integration in a given Baseline upgrade are bought in the first year of the procurement funding cycle and are installed in the next year. This acquisition strategy has been successful in maintaining critical combat capability in the ISR arena over the last 30+ years. Decrementing the installation or procurement funding in any one single year will break this agile spiral upgrade program and place the viability of the entire RC-135U COMBAT SENT capability at considerable risk.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

Development Status

Aircraft, sensor systems, and associated ground support system modifications planned for FY10-FY15 include the procurement, fielding and logistical support for two distinct baselines for RC-135U COMBAT SENT.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	2.730	1	2.842	1	2.955	1	3.247	1	3.300
KITS NONRECUR												
EQUIPMENT				1.657		1.515		1.471		1.805		1.871
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[1]	5.451								
SUPPORT-EQUIP												

Fact Sheet: DARP MN-4265 COMBAT SENT (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-09	1 KITS					[1]	5.582						
FY-10	1 KITS							[1]	5.543				
FY-11	1 KITS									[1]	5.065		
FY-12	1 KITS											[1]	5.119
FY-13	1 KITS												
FY-14	1 KITS												
FY-15	1 KITS												
TOTAL INSTALL						1	5.582	1	5.543	1	5.065	1	5.119
TOTAL COST (BP-1100) (Totals may not add due to rounding)				1	9.838	1	9.939	1	9.969	1	10.117	1	10.290
INSTALLATION QTY				1		1		1		1		1	

Fact Sheet: DARP MN-4265 COMBAT SENT (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	1	3.323	1	3.377			7	21.774
KITS NONRECUR								
EQUIPMENT		2.067		2.082				12.468
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[1]	5.451
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-09 1 KITS							[1]	5.582
FY-10 1 KITS							[1]	5.543
FY-11 1 KITS							[1]	5.065
FY-12 1 KITS							[1]	5.119
FY-13 1 KITS	[1]	5.076					[1]	5.076
FY-14 1 KITS			[1]	5.203			[1]	5.203
FY-15 1 KITS								
TOTAL INSTALL	1	5.076	1	5.203			6	31.588
TOTAL COST (BP-1100) (Totals may not add due to rounding)	1	10.466	1	10.662			7	71.281
INSTALLATION QTY	1		1				7	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)		01/09	01/10	01/11	01/12	01/13	01/14	01/15
Delivery Date (Month/CY)		01/10	01/11	01/12	01/13	01/14	01/15	01/16

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input						1				1				1				1				1				1				1		
Output								1				1				1				1				1				1				1

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: E-3				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$96.155	$79.010	$195.163	$0.000	$195.163	$160.951	$199.371	$234.073	$253.245

This line item funds modifications to the E-3 aircraft. The four engine E-3 is a modified Boeing 707 airframe which carries airborne radar and provides all-altitude air surveillance, threat warning, and control of theater air forces. The primary modification budgeted in FY10 is the Block 40/45 Upgrade. Other modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	50001P	TSI	3.2	2.5	2.8			2.9	3.1	3.4	3.7		57.0
	50001T	BLOCK 40/45 UPGRADE	66.1	61.5	172.9			121.3	157.1	179.0	175.1		935.5
	7225	NEXT GENERATION IDEN			6.9			23.7	23.2	28.2			82.0
	7267	NAVWAR	3.4	1.4									14.0
	7268	INTEGRATED DAMA GAT	7.0	3.5									130.4
	8662	AETC MTD UPGRADES-FI		2.4	2.5			2.5	2.6	2.6	2.7		15.9
	9707	RM&A MODS	16.5	7.7	10.1			10.5	13.4	14.3	14.5		216.6
	9709	GLOBAL AIR TRAFFIC MA								6.6	57.3		63.9
TOTAL FOR CLASS P			96.2	79.0	195.2	0.0	195.2	161.0	199.4	234.1	253.2	0.0	1515.3
TOTAL FOR WEAPON SYSTEM E-3			96.2	79.0	195.2	0.0	195.2	161.0	199.4	234.1	253.2	0.0	1515.3

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 68	PAGE NO. 1	

Description/Justification

The Training, Support, and Infrastructure (TSI) programs cover required cross cutting programs and activities in support of AWACS modernization and enhancement efforts. These activities include managing the AWACS developmental infrastructure, providing support for equipment concurrency, and providing modernization planning/analysis, and trainer/simulator integration and concurrency oversight. The E-3 Radar Systems Integration Lab/Software Development Facility (SIL/SDF) is maintained and operated to provide customers with a functioning E-3 radar configured lab in support of AWACS US, FMS and International radar development, production, and sustainment programs. New support equipment, technologies, and test strategies need to be analyzed to ensure concurrent capability to sustain existing, modified, and upgraded E-3 equipment. Trainer/simulator concurrency analysis and definition is required to ensure trainers and simulators are kept current with the AWACS baseline.

The modifications and support to the training systems, support systems, and infrastructure include, but are not limited to a combination of the following:
- Test program set development
- Packaging, handling, shipping, and transportation of Government Furnished Parts and Equipment (GFP and GFE)
- AWACS Infrastructure maintenance, operations, and analysis
- AWACS Training product support and concurrency analysis
- Procurement of equipment and systems to insure that AWACS can respond to urgent wartime/contingency acquisition requirements (e.g. Urgent Operational Needs (UONs) and Wartime Urgent and Compelling Needs (WUCNs).

These modifications are necessary to sustain the weapon system until and beyond 2035.

This modification program has related RDT&E funding in PE 0207417F.

This program supports a total of 33 E-3 aircraft - 32 operational and 1 Developmental Test and Evaluation (DT&E) aircraft, designated Test System-3 (TS-3).

Aircraft Breakdown: Active 32, Reserve 0, ANG 0, Total 32

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		16.410		5.134		4.671		5.680		6.825		7.123
PROCUREMENT (3010)												
INSTALL KITS	1	0.159										
KITS NONRECUR	1	2.946										
EQUIPMENT	30	1.741										
EQUIP NONREC												
CHANGE ORDERS												
DATA		2.290										
SIM/TRAINER		2.394		0.466		0.276		0.287		0.299		0.310
SUPPORT-EQUIP		8.084		1.618		1.350		1.769		1.830		1.983
ICS		0.913										

Fact Sheet: E-3 MN-50001P TSI (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
CONTRACTOR SUPPORT		6.889		0.426		0.443		0.461		0.480		0.499
PROGRAM MNGMT		2.653		0.182		0.212		0.095		0.124		0.107
GFP												
OGC		2.481		0.520		0.237		0.148		0.184		0.155
INSTALLATION OF HARDWARE												
FY-95 0 KITS	1	0.059										
FY-96 1 KITS	1	1.162										
FY-97 29 KITS												
FY-99 0 KITS		2.117										
FY-00 0 KITS		1.257										
FY-01 0 KITS		0.264										
TOTAL INSTALL	2	4.859										
TOTAL COST (BP-1100) (Totals may not add due to rounding)	30	35.408		3.212		2.518		2.760		2.917		3.054
INSTALLATION QTY	28											

Fact Sheet: E-3 MN-50001P TSI (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)		6.219		6.531				58.593
PROCUREMENT (3010)								
INSTALL KITS							[1]	0.159
KITS NONRECUR							[1]	2.946
EQUIPMENT							30	1.741
EQUIP NONREC								
CHANGE ORDERS								
DATA								2.290
SIM/TRAINER		0.341		0.376				4.748
SUPPORT-EQUIP		2.318		2.641				21.593
ICS								0.913
CONTRACTOR SUPPORT		0.501		0.503				10.203
PROGRAM MNGMT		0.105		0.109				3.587
GFP								
OGC		0.144		0.063				3.931
INSTALLATION OF HARDWARE								
FY-95 0 KITS							[1]	0.059
FY-96 1 KITS							[1]	1.162
FY-97 29 KITS								
FY-99 0 KITS								2.117
FY-00 0 KITS								1.257
FY-01 0 KITS								0.264
TOTAL INSTALL							2	4.859
TOTAL COST (BP-1100) (Totals may not add due to rounding)		3.409		3.692			30	56.970
INSTALLATION QTY							28	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 9 Months Follow-On Lead Time: 9 Months

Milestones

	FY-94	FY-95	FY-96	FY-97
Contract Date (Month/CY)			12/95	12/96
Delivery Date (Month/CY)			09/96	09/97

Fact Sheet: E-3 MN-50001P TSI (Continued)

Installation Schedule

	FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00				FY-01			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												1				1	1	1	1	1	2				1	1	1	1	1	1	1	1
Output													1				1	1	1	1	1	2			1	1	1	1	1	1	1	1

	FY-02				FY-03				FY-04			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input	1	1	1	1	1	1	1	1	1	1	1	1
Output	1	1	1	1	1	1	1	1	1	1	1	1

Description/Justification

This modification upgrades numerous sensor and C2 systems to include the E-3 legacy Mission Systems Computers, display processors and displays. Without this modification, the E-3's ability to fully support airspace control and Air Force battle management missions is severely restricted. The additional enhancements to the Mission Computing System of the AWACS provides an open computing architecture enabling rapid, low cost delivery of plug-and-play capability; data fusion (of both off-board and on-board sensor data) with Multi-Source Integration (MSI) for an improved picture of the battlespace and identification; Data Link Infrastructure (DLI) which supports a distributed system architecture and rapid changes to TADIL-J message formats and protocols; and improved electronic support measures processing.

This modification will also be installed on multiple simulators and trainers.

This modification has related RDT&E funding in PE 0207417F.

There are a total of 33 aircraft - 32 operational and one test aircraft, designated TS-3. Due to funding limitations, TS-3 will not be upgraded to the current production configuration. All 32 operational aircraft will be upgraded using production funds (3010). The first production buy (L1) contract was awarded in July 2009; which is the first of 6 LRIP articles. The remaining LRIP production contracts will be awarded in FY10 for L2 & L3, in FY11 for L4 & L5 and in FY12 for L6. Full rate production (FRP) decision is planned for September 2012 for the remaining 26 aircraft upgrades. The Block 40/45 program is investigating the feasibility of multi-year advanced buys of COTS equipment starting with FRP in FY13. This determination will be made in September 2012 at the FRP MDA decision.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0, Total 32

Development Status

11/99 - Block 40/45 Risk Reduction initiated. Completed 09/03
07/03 - SD&D Awarded
11/04 - Final Design & Manufacturing Review Completed
1/05 - Start of TS-3 modification
2/06 MOD Complete
3/06 - I&CO & Initial Airworthiness Flight Test Start
3/07 - Mission Flight Test Start
9/08 - Operational Assesment
12/08 - Final Airworthiness Flight Test Start
11/08 - Milestone C

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		903.011		62.044		93.716		102.061		21.320		6.232
PROCUREMENT (3010)												
INSTALL KITS			1	15.932	2	21.529	2	21.526	1	12.186	4	41.003
KITS NONRECUR				5.653		4.398		4.265				
EQUIPMENT			[1]	13.316	[2]	20.030	[2]	20.001	[1]	11.264	[4]	33.905
EQUIP NONREC				6.376		4.826		4.512				
CHANGE ORDERS				0.000		0.000		3.331		7.266		7.541

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
DATA				1.809		0.700		0.714		0.731		0.743
SIM/TRAINER				2.086		1.240	[1]	39.727		2.335		1.264
SUPPORT-EQUIP				8.685		1.785		3.117		1.753		2.540
DMS (Diminished Manfacturing Sources)				0.000		0.000		19.567		18.093		18.317
ICS						0.000		4.921		5.918		5.771
OTHER		2.400		8.500		1.500		7.982		12.193		0.582
GFE				0.000		0.311		1.088		3.371		0.443
PROGRAM MNGMT		0.178		3.750		5.175		5.925		5.165		5.506
OGC				0.000		0.000				0.420		0.403
CONTRACTOR SUPPORT				0.000		0.000				6.398		5.736
INSTALLATION OF HARDWARE												
FY-09 1 KITS							[1]	18.200				
FY-10 2 KITS							[1]	18.012	[1]	17.100		
FY-11 2 KITS									[1]	17.078	[1]	16.600
FY-12 1 KITS											[1]	16.732
FY-13 4 KITS												
FY-14 4 KITS												
FY-15 4 KITS												
TOTAL INSTALL							2	36.212	2	34.178	2	33.332
TOTAL COST (BP-1100) (Totals may not add due to rounding)		2.578	1	66.107	2	61.494	2	172.888	1	121.271	4	157.086
INSTALLATION QTY							2		2		2	

Fact Sheet: E-3 MN-50001T BLOCK 40/45 UPGRADE (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								1188.384
PROCUREMENT (3010)								
INSTALL KITS	4	39.736	4	39.798			18	191.710
KITS NONRECUR								14.316
EQUIPMENT	[4]	32.179	[4]	31.354			[18]	162.049
EQUIP NONREC								15.714
CHANGE ORDERS		8.737		7.065				33.940
DATA		0.758		0.773				6.228
SIM/TRAINER	[1]	8.720	[1]	8.696			[3]	64.068
SUPPORT-EQUIP		2.591		2.643				23.114
DMS (Diminished Manfacturing Sources)		18.533		17.840				92.350
ICS		5.886		6.004				28.500
OTHER		0.297		4.164				37.618
GFE		0.451		0.460				6.124
PROGRAM MNGMT		5.520		5.163				36.383
OGC		0.415		0.380				1.618
CONTRACTOR SUPPORT		5.343		4.275				21.752
INSTALLATION OF HARDWARE								
FY-09 1 KITS							[1]	18.200
FY-10 2 KITS							[2]	35.112
FY-11 2 KITS							[2]	33.678
FY-12 1 KITS							[1]	16.732
FY-13 4 KITS	[4]	49.831					[4]	49.831
FY-14 4 KITS			[4]	46.487			[4]	46.487
FY-15 4 KITS								
TOTAL INSTALL	4	49.831	4	46.487			14	200.040
TOTAL COST (BP-1100) (Totals may not add due to rounding)	4	178.997	4	175.102			18	935.523
INSTALLATION QTY	4		4				14	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 18 Months Follow-On Lead Time: 18 Months

Milestones

	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)												05/09	12/09
Delivery Date (Month/CY)												11/10	06/11

Fact Sheet: E-3 MN-50001T BLOCK 40/45 UPGRADE (Continued)

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																					1		1			1		1			1	1
Output																								1		1			1		1	

	FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4
Input			2	2			2	2
Output	1		1		1	1	2	

Description/Justification

The Next Generation Identification Friend or Foe (NGIFF) program funds acquisition and retrofit of the E-3 AWACS IFF capability. NSA declared IFF Mode 4 unsecure and obsolete on 5 Nov 2003. Joint Requirements Oversight Council Memo 047-07 requires IFF Mode 5 interrogation capability by FY14.

The NGIFF program provides AWACS with enhanced IFF interrogator operation to add a more secure Mode 5 capability. This program develops and integrates a basic Mode 5 capability on Block 30/35 starting in FY08 and full Mode 5 on Block 40/45 starting in FY10. Hardware will be common between the two platforms, allowing production to begin in FY11 after development of the 30/35 capability. 40/45 installation starts in FY13. There are a total of 32 operational aircraft. Funding through FY14 covers all 32 operational aircraft kit buys, and installs are done on the flightline.

This modification has related RDT&E funding in PE 0207417F.

There are a total of 33 aircraft--32 operational and 1 test aircraft, designated as TS-3. TS-3 will be modified with RDT&E funds as a test article.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0, Total 32

Development Status

SDD starts in FY09
02/09 - SDD Contract Awarded

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		8.649		15.587		29.159		40.097		15.170		
PROCUREMENT (3010)												
INSTALL KITS							1	0.165	8	0.674	10	0.860
KITS NONRECUR												
EQUIPMENT							[1]	2.701	[8]	11.020	[10]	14.050
EQUIP NONREC								1.251		1.253		1.742
CHANGE ORDERS								0.895		2.700		2.833
DATA								0.134		0.137		0.175
SIM/TRAINER												
SUPPORT-EQUIP								1.350		5.510		
ICS										0.174		0.174
GFE								0.197		0.803		1.024
CONTRACTOR SUPPORT										0.427		1.544
PROGRAM MNGMT								0.238		1.010		0.814

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-11 1 KITS									[1]			
FY-12 8 KITS											[8]	
FY-13 10 KITS												
FY-14 13 KITS												
TOTAL INSTALL									1		8	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							1	6.931	8	23.708	10	23.216
INSTALLATION QTY									1		8	

Fact Sheet: E-3 MN-7225 NEXT GENERATION IDENTIFICATION FRIEND OR FOE (IFF) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								108.662
PROCUREMENT (3010)								
INSTALL KITS	13	1.140					32	2.839
KITS NONRECUR								
EQUIPMENT	[13]	18.630					[32]	46.401
EQUIP NONREC		1.819						6.065
CHANGE ORDERS		2.983						9.411
DATA		0.232						0.678
SIM/TRAINER								
SUPPORT-EQUIP								6.860
ICS		0.174						0.522
GFE		1.357						3.381
CONTRACTOR SUPPORT		0.953						2.924
PROGRAM MNGMT		0.868						2.930
INSTALLATION OF HARDWARE								
FY-11 1 KITS							[1]	
FY-12 8 KITS							[8]	
FY-13 10 KITS	[10]						[10]	
FY-14 13 KITS			[13]				[13]	
TOTAL INSTALL	10		13				32	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	13	28.156					32	82.011
INSTALLATION QTY	10		13				32	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 10 Months Follow-On Lead Time: 10 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)					03/11	03/12	03/13
Delivery Date (Month/CY)					01/12	01/13	01/14

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																									1	2	2	2	2	2	3	2
Output																									1	2	2	2	2	2	3	2

	FY-15			
Quarter	1	2	3	4
Input	3	3	4	3
Output	3	3	4	3

Description/Justification

NAVWAR (Navigation Warfare) is mandated by Chairman Joint Chiefs Staff Instruction (CJCSI) 6140.01A (31 Mar 04) and requires all DoD Global Positioning System (GPS) users to incorporate National Security Agency (NSA) Selective Availability Anti-Spoofing Module (SAASM), provisions for the transition to 'black keys', eliminate requirements to acquire GPS satellites using the civil signal (C/A) and incorporate new technology into the navigation sensor. Installation will take less than 25 hours to complete (per aircraft) and therefore can be done on the Flight Line at Tinker AFB.

The funded program includes 158 EGIs, 48 new and 110 retrofit. 66 will be installed in aircraft (two EGIs per aircraft) with the remainder used as spares or sustainment support. The production contract was awarded in Sep 08, with installations occurring FY09 through FY12.

This modification has related RDT&E funding in PE 0207417F in FY08 and prior years.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0, Total 32

Development Status

NAVWAR SD&D is complete
July 08 - Milestone C

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		12.902										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	32	5.444		0.086								
EQUIP NONREC		1.492		0.884		0.476						
CHANGE ORDERS						0.261						
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				0.484								
TRAINING				1.000								
OGC												
CONTRACTOR SUPPORT		1.652		0.707		0.542						
ICS												
PROGRAM MNGMT		0.688		0.190		0.118						
INITIAL SPARES												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		9.276		3.351		1.397						
(Totals may not add due to rounding)												
INSTALLATION QTY					24							

Fact Sheet: E-3 MN-7267 NAVWAR (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								12.902
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							[32]	5.530
EQUIP NONREC								2.852
CHANGE ORDERS								0.261
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.484
TRAINING								1.000
OGC								
CONTRACTOR SUPPORT								2.900
ICS								
PROGRAM MNGMT								0.996
INITIAL SPARES								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								14.023
INSTALLATION QTY							32	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 11 Months Follow-On Lead Time: 3 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)					09/08	12/09
Delivery Date (Month/CY)					12/09	01/11

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																									6	6	6	6	4	4		
Output																									6	6	6	6	4	4		

Description/Justification

The Integrated DAMA (Demand Assigned Multiple Access)/GATM (Global Air Traffic Management) Program seeks to make communications and navigation improvements required to meet current mandated DAMA SATCOM (Satellite Communication) and Air Traffic Control (ATC) requirements. DAMA SATCOM is a Chairman of the Joint Chiefs of Staff (CJCS)-mandated Ultra High Frequency (UHF) satellite communications upgrade consisting of two new UHF DAMA terminals and new Radio Frequency (RF) components, to mitigate co-site interference, replacing the two non-DAMA UHF SATCOM radios on each aircraft. The DAMA enhancements will expand user availability of severely limited DOD UHF SATCOM channels and improve the interoperability and efficiency of DOD UHF SATCOM systems. The ATC Compliance program is a FAA/International Civil Aviation Organization (ICAO)/EUROCONTROL mandated upgrade that consists of new VHF radios with 8.33kHz channel spacing, Traffic-Alert Collision Avoidance System (TCAS)/Mode-S IFF transponder and Reduced Vertical Separation Minimum (RVSM) capability. The ATC enhancements will permit more aircraft to fly closer together in congested airspace worldwide, particularly in European airspace. Non-compliance currently results in airspace restrictions/denials and impacts AWACS ability to support worldwide response to situations requiring immediate on-scene command and control (C2) battle management. There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3. TS-3 is modified with RDT&E funds. This modification will be installed on 2 Field Training Devices (FTD).

Production was completed in 3Q FY09. Approved funding will allow the program to proceed with Joint Interoperability Test Command (JITC) Certification required by The Joint Staff, support Interim Contractor Support (ICS), establish a Source of Repair (SOR) for components of the IDG modification, program management support, and address maintenance issues.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0, Total 32

Development Status

Production was completed in 3Q FY09

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		55.656										
PROCUREMENT (3010)												
INSTALL KITS	32	7.038										
KITS NONRECUR		6.398		1.613								
EQUIPMENT	32	22.611										
EQUIP NONREC												
CHANGE ORDERS						0.320						
DATA												
SIM/TRAINER	3	3.625										
SUPPORT-EQUIP		1.845										
PROGRAM MNGMT		12.907		0.394		0.294						
CONTRACTOR SUPPORT		7.503		1.754		2.412						
GFE		8.527										
ICS		1.667		0.473		0.468						
OGC		5.582		0.452								

Fact Sheet: E-3 MN-7268 INTEGRATED DAMA GATM (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-04	3 KITS	3	4.316										
FY-05	6 KITS	6	8.230										
FY-06	8 KITS	8	18.756										
FY-07	15 KITS	9	10.943	[6]	2.264								
TOTAL INSTALL		26	42.245	6	2.264								
TOTAL COST (BP-1100) (Totals may not add due to rounding)		32	119.948		6.950		3.494						
INSTALLATION QTY		26		6									

Fact Sheet: E-3 MN-7268 INTEGRATED DAMA GATM (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								55.656
PROCUREMENT (3010)								
INSTALL KITS							32	7.038
KITS NONRECUR								8.011
EQUIPMENT							[32]	22.611
EQUIP NONREC								
CHANGE ORDERS								0.320
DATA								
SIM/TRAINER							[3]	3.625
SUPPORT-EQUIP								1.845
PROGRAM MNGMT								13.595
CONTRACTOR SUPPORT								11.669
GFE								8.527
ICS								2.608
OGC								6.034
INSTALLATION OF HARDWARE								
FY-04 3 KITS							[3]	4.316
FY-05 6 KITS							[6]	8.230
FY-06 8 KITS							[8]	18.756
FY-07 15 KITS							[15]	13.207
TOTAL INSTALL							32	44.509
TOTAL COST (BP-1100) (Totals may not add due to rounding)							32	130.392
INSTALLATION QTY							32	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)				06/04	11/04	11/05	01/07	11/07	11/08
Delivery Date (Month/CY)				06/05	11/05	11/06	01/08	11/08	11/09

Installation Schedule

	FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																					1	0	2	3	3	0	2	3	3	2	2	3	2
Output																					1	0	0	2	3	2	2	3	2	3	2	3	2

	FY-09			
Quarter	1	2	3	4
Input	3	3		
Output	3	2	2	

Description/Justification

This modification will upgrade the E-3 maintenance training sets to comply with the current and planned configuration of the E-3B/C fleet.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[10]	2.448	[6]	2.482	[6]	2.522	[4]	2.568
SUPPORT-EQUIP	3	0.577										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.577				2.448		2.482		2.522		2.568

Fact Sheet: E-3 MN-8662 AETC MTD UPGRADES-FIELD TRAINING DETACHMENTS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER	[2]	2.615	[2]	2.666			[30]	15.301
SUPPORT-EQUIP							[3]	0.577
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		2.615		2.666				15.878

Method of Implementation:

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)		05/06	05/07			06/10	04/11	05/12	01/13	06/14	05/15
Delivery Date (Month/CY)		05/07	05/08			06/11	04/12	05/13	01/14	06/15	05/16

Description/Justification

RM&A modifications ensure continuing reliability, maintainability, and availability of AWACS in support of Task Force CONOPs and help lay the foundation for achieving the Commander Air Combat Command (COMACC) mandated Mission Capable (MC) rate of 80%. These modifications will purchase multiple aircraft kits, labs, and the installation of the kits (based on the required quantities per Aircraft and total funds available). The RM&A modifications include but are not limited to: Electronic Flight Bag, HAVE SIREN Wiring, Electronic Support System Removal, SF-6 Bottle Bracket, High Voltage Regulator Test Set, testing Digital Autopilot, High Voltage Filter, High Voltage Aux Upgrade Kit (81BZO), PSDU (Phase Shifter power Supply), Floating Deck Pulsar, Fuel Quantity Indication System (FQIS), Rotary Coupler, Vertical Stabilizer & Rudder Modification, Solid State Driver (SSTPA) (Radar), Antenna Refurbishment, Generators, Low Power Filter (LPF) (ARC 169), APU Insulation Replacement.

These modification program has related RDT&E funding in PE 0207417F.

There are a total of 33 aircraft; 32 operational and 1 test aircraft (designated as TS-3).

Aircraft Breakdown: Active 32, Reserve 0, ANG 0, Total 32

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		3.165		3.429		6.866		9.308		10.900		13.147
PROCUREMENT (3010)												
INSTALL KITS	562	15.382	[78]	5.750	[13]	3.480	[16]	4.696	[5]	2.704	[9]	3.525
KITS NONRECUR		0.293										
EQUIPMENT	562	65.773	78	4.500	13		16		5	0.877	9	3.585
EQUIP NONREC		9.870		2.508								
CHANGE ORDERS						0.491		0.683		0.706		0.908
DATA		0.299		0.367		0.006		0.194		0.130		0.064
SIM/TRAINER	7	0.106			[1]	0.149	[1]	0.485	[1]	2.193	[1]	1.474
SUPPORT-EQUIP		12.472								0.378		0.569
OGC												
CONTRACTOR SUPPORT		2.591		0.475		0.706		0.720		0.869		0.697
PROGRAM MNGMT		12.882		0.938		0.645		0.346		0.449		0.471
DMS (Diminished Manfacturing Sources)		8.038		1.700		1.700		1.700		1.700		1.700

Fact Sheet: E-3 MN-9707 RM&A MODS (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-04 174 KITS	32	0.733										
FY-05 102 KITS	9	0.976										
FY-06 71 KITS	10	0.150										
FY-07 154 KITS			[8]	0.296								
FY-08 61 KITS												
FY-09 78 KITS					[6]	0.483	[15]	1.274				
FY-10 13 KITS							[2]	0.005				
FY-11 16 KITS									[9]	0.528	[5]	0.444
FY-12 5 KITS											[4]	0.011
FY-13 9 KITS												
FY-14 12 KITS												
FY-15 11 KITS												
TOTAL INSTALL	51	1.859	8	0.296	6	0.483	17	1.279	9	0.528	9	0.455
TOTAL COST (BP-1100) (Totals may not add due to rounding)	562	129.564	78	16.534	13	7.660	16	10.103	5	10.534	9	13.447
INSTALLATION QTY	51		8		6		17		9		9	

Fact Sheet: E-3 MN-9707 RM&A MODS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		13.545		14.021				74.381
PROCUREMENT (3010)								
INSTALL KITS	[12]	4.354	[11]	3.735			[706]	43.626
KITS NONRECUR								0.293
EQUIPMENT	12	5.496	11	5.617			706	85.848
EQUIP NONREC				1.155				13.533
CHANGE ORDERS		0.969		0.921				4.678
DATA				0.293				1.353
SIM/TRAINER	[1]	0.712					[12]	5.119
SUPPORT-EQUIP								13.418
OGC								
CONTRACTOR SUPPORT		0.597		0.636				7.290
PROGRAM MNGMT		0.440		0.428				16.599
DMS (Diminished Manfacturing Sources)		1.700		1.700				19.938
INSTALLATION OF HARDWARE								
FY-04 174 KITS							[32]	0.733
FY-05 102 KITS							[9]	0.976
FY-06 71 KITS							[10]	0.150
FY-07 154 KITS							[8]	0.296
FY-08 61 KITS								
FY-09 78 KITS							[21]	1.757
FY-10 13 KITS							[2]	0.005
FY-11 16 KITS							[14]	0.973
FY-12 5 KITS							[4]	0.011
FY-13 9 KITS	[5]	0.014					[5]	0.014
FY-14 12 KITS			[6]	0.017			[6]	0.017
FY-15 11 KITS								
TOTAL INSTALL	5	0.014	6	0.017			111	4.931
TOTAL COST (BP-1100) (Totals may not add due to rounding)	12	14.282	11	14.503			706	216.626
INSTALLATION QTY	5		6				111	

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Fact Sheet: E-3 MN-9707 RM&A MODS (Continued)

Installation Schedule

	FY-03				FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											3				12	7		9	9	1		10				8						6
Output											3				12	7		9	9	1		10				8						6

	FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input			2	15			3	6		1	3	5		3	2			3	3	
Output			2	15			3	6		1	3	5		3	2			3	3	

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: E-4				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$56.119	$72.825	$37.526	$0.000	$37.526	$27.951	$23.834	$17.486	$17.237

This line item funds modifications to the E-4B aircraft. The four engine E-4B is a highly modified Boeing 747-200 airframe used in support of the mission of the National Airborne Operations Center (NAOC). NAOC supports the national decision makers and the Joint Chiefs of Staff as the worldwide survivable and enduring node of the National Military Command System. The primary modification budgeted in FY11 is the E-4B CNS/ATM. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	_3450	Secure Data Crypto							4.1				4.1
	3410	NPES (NC2AIS) E-4B	0.6	0.7	0.7			0.7	0.7	0.7	0.7		12.0
	4383A	Message Processing Syste	0.8	4.1	2.8			2.1					19.8
	4389	C-3 UHF DIGITIZATION	3.9	2.1	2.4								8.3
	4390	E-4B KG-3X MODERNIZAT	0.1	0.5	0.5								1.3
	4391	SHF MUX UPGRADE			0.3			0.4					0.7
	4393	STU III Replacement	12.6	6.2									18.8
	4394	Enhanced Mode S	0.4	0.3	0.6								3.9
	4399	MILSTAR Ultra High Freque		3.6	4.8			7.7	0.6	0.5			17.2
	4402	Crypto Update	2.0										2.0
	4403	E-4B NAOC High Speed Da			7.5								7.5
	4404	E-4B NAOC Modification Bl	30.6	50.4									81.0
	4406	Secure, Survivable Voice C			7.0			6.0	8.5	5.9	6.0		33.4
	9709D	E-4B COMMUNICATION N			1.6			5.1	3.1	3.1	3.2		16.1
	99999S	SERVICE BULLETINS	3.1	3.0	7.4			4.0	5.0	5.3	5.3		86.1

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 69	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: E-4				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$56.119	$72.825	$37.526	$0.000	$37.526	$27.951	$23.834	$17.486	$17.237

This line item funds modifications to the E-4B aircraft. The four engine E-4B is a highly modified Boeing 747-200 airframe used in support of the mission of the National Airborne Operations Center (NAOC). NAOC supports the national decision makers and the Joint Chiefs of Staff as the worldwide survivable and enduring node of the National Military Command System. The primary modification budgeted in FY11 is the E-4B CNS/ATM. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	99999X	LOW COST MODIFICATIO	2.0	2.0	2.0			2.0	1.8	2.0	2.0		33.8
	Z88888	ADJUSTMENTS	0.1	0.0									
TOTAL FOR CLASS P			56.1	72.8	37.5	0.0	37.5	28.0	23.8	17.5	17.2	0.0	346.0
TOTAL FOR WEAPON SYSTEM E-4			56.1	72.8	37.5	0.0	37.5	28.0	23.8	17.5	17.2	0.0	346.0

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 69	PAGE NO. 2	

Description/Justification

The Nuclear Planning and Execution System (NPES) technical refresh project updates the NPES commercial off the shelf (COTS) components and software on the E-4B aircraft. This investment is required to keep the NPES equipment on the E-4B NAOC interoperable with the NPES equipment at other sites as well as to keep it logistically supportable. This modification upgrades NPES hardware and software components used by NAOC on the E-4B.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

None

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	9	1.901	1	0.251	1	0.397	1	0.300	1	0.334	1	0.343
KITS NONRECUR												
EQUIPMENT	6	4.540										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

Fact Sheet: E-4 MN-3410 NPES (NC2AIS) E-4B (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-00	1 KITS	1											
FY-01	1 KITS	1											
FY-02	1 KITS	1											
FY-03	1 KITS	1											
FY-04	1 KITS	1											
FY-05	1 KITS	1											
FY-06	1 KITS	1	0.344										
FY-07	1 KITS	1	0.200										
FY-08	1 KITS	1	0.303										
FY-09	1 KITS			[1]	0.386								
FY-10	1 KITS					[1]	0.253						
FY-11	1 KITS							[1]	0.355				
FY-12	1 KITS									[1]	0.330		
FY-13	1 KITS											[1]	0.333
FY-14	1 KITS												
FY-15	1 KITS												
TOTAL INSTALL		9	0.847	1	0.386	1	0.253	1	0.355	1	0.330	1	0.333
TOTAL COST (BP-1100) (Totals may not add due to rounding)		9	7.288	1	0.637	1	0.650	1	0.655	1	0.664	1	0.676
INSTALLATION QTY		9		1		1		1		1		1	

Fact Sheet: E-4 MN-3410 NPES (NC2AIS) E-4B (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	1	0.342	1	0.357			16	4.225
KITS NONRECUR								
EQUIPMENT							[6]	4.540
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-00 1 KITS							[1]	
FY-01 1 KITS							[1]	
FY-02 1 KITS							[1]	
FY-03 1 KITS							[1]	
FY-04 1 KITS							[1]	
FY-05 1 KITS							[1]	
FY-06 1 KITS							[1]	0.344
FY-07 1 KITS							[1]	0.200
FY-08 1 KITS							[1]	0.303
FY-09 1 KITS							[1]	0.386
FY-10 1 KITS							[1]	0.253
FY-11 1 KITS							[1]	0.355
FY-12 1 KITS							[1]	0.330
FY-13 1 KITS							[1]	0.333
FY-14 1 KITS	[1]	0.345					[1]	0.345
FY-15 1 KITS			[1]	0.343			[1]	0.343
TOTAL INSTALL	1	0.345	1	0.343			16	3.192
TOTAL COST (BP-1100) (Totals may not add due to rounding)	1	0.687	1	0.700			16	11.957
INSTALLATION QTY	1		1				16	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 2 Months Follow-On Lead Time: 2 Months

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-14	FY-15
Contract Date (Month/CY)		

Fact Sheet: E-4 MN-3410 NPES (NC2AIS) E-4B (Continued)

Milestones Continued

Delivery Date (Month/CY)

Installation Schedule

	FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05				FY-06		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input						1				1				1				1				1				1				1		
Output						1				1				1				1				1				1				1		

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input		1				1				1				1				1				1				1				1		
Output		1				1				1				1				1				1				1				1		

	FY-15			
Quarter	1	2	3	4
Input		1		
Output		1		

Description/Justification

The Message Processing System (MPS) upgrade program will replace the outdated embedded cryptography, incorporate Split Remote Control Unit (SRCU) software into the MPS, as well as add sufficient bandwidth to interface with the E-4B network infrastructure, including the MPS printer and black switch. This upgrade enables the NAOC team to manage internal message traffic as well as to send and receive Emergency Action Messages (EAMs) while meeting the National Security Agency (NSA) mandate to replace MPS cryptology. This modification replaces the embedded cryptology with a software based cryptographic subsystem and upgrades MPS infrastructure.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

The first kit and installation are on contract, but follow-on kits delayed until FY10 due to program growth and delay in first installation.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	8.104		0.783	2	3.395	1	2.840				
KITS NONRECUR		1.900										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.681						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08 1 KITS					[1]							
FY-10 2 KITS					[1]		[1]					
FY-11 1 KITS									[1]	2.140		
TOTAL INSTALL					2		1		1	2.140		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	1	10.004		0.783	2	4.076	1	2.840		2.140		
INSTALLATION QTY					2		1		1			

Fact Sheet: E-4 MN-4383A Message Processing System (MPS) (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	15.122
KITS NONRECUR								1.900
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.681
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-08 1 KITS							[1]	
FY-10 2 KITS							[2]	
FY-11 1 KITS							[1]	2.140
TOTAL INSTALL							4	2.140
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							4	19.843
INSTALLATION QTY							4	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 20 Months Follow-On Lead Time: 10 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)		06/08	01/09	01/10	01/11
Delivery Date (Month/CY)		02/10	11/09	11/10	11/11

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														1	1			1			1			
Output														1				1			1			1

Description/Justification

The C3 Ultra High Frequency (UHF) Digitization upgrade will provide a digital link for Internet Protocol (IP) based connectivity to unclassified, SECRET, and TOP SECRET Internet as well as video teleconferencing (VTC) and Voice Over Internet Protocol (VoIP) capabilities while retaining the analog (UHF) link. This modification is required for digital operation over off-airplane communication links, which will provide more flexibility and utility than the current UHF/Frequency Division Modulation (UHF/FDM) system. This modification will add digital modems, routers, High Assurance IP Encryption (HAIPE) devices, and associated equipment to enable the new digital link and allow the data to be accessed from the already existing High Speed Data system on the E-4B. Additionally, UHF line of sight radio systems and associated cryptology will be replaced to address overheating, loss of transmit power, reduced effective range, and crypto drop out problems that occur with the current system.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

FY08 RDT&E was intended to purchase and install a prototype digital C3 UHF kit with RDT&E; however, FY08-09 RDT&E for this project was removed to pay for higher USAF priorities. Integration risk has been mitigated; therfore, the RDT&E is no longer needed. APAF will be used to install a C3 capability.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			2	0.849	1	0.607	1	0.607				
KITS NONRECUR												
EQUIPMENT				0.576		0.346		0.577				
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.106								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09 2 KITS			[2]	2.340								
FY-10 1 KITS					[1]	1.170						
FY-11 1 KITS							[1]	1.170				
TOTAL INSTALL			2	2.340	1	1.170	1	1.170				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			2	3.871	1	2.123	1	2.354				
INSTALLATION QTY			2		1		1					

Fact Sheet: E-4 MN-4389 C-3 UHF DIGITIZATION (Continued)
(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	2.063
KITS NONRECUR								
EQUIPMENT								1.499
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.106
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-09 2 KITS							[2]	2.340
FY-10 1 KITS							[1]	1.170
FY-11 1 KITS							[1]	1.170
TOTAL INSTALL							4	4.680
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							4	8.348
INSTALLATION QTY							4	

Method of Implementation: CONTRACT FIELD TEAM
Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-08	FY-09	FY-10
Contract Date (Month/CY)		03/09	01/10
Delivery Date (Month/CY)		09/09	07/10

Installation Schedule

	FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								2			1				1	
Output								1		1		1				1

Description/Justification

The KG-3X Modernization project replaces End Cryptographic Units (ECU) in order for the E-4B to remain interoperable with the Minimum Essential Emergency Communication Network (MEECN). The current ECUs used to encrypt transmissions over the E-4B's Survivable Low Frequency Communications System (SLFCS) are incompatible with modernized Communications Security (COMSEC) Key Management infrastructure and lack programmability and flexibility. This modification will install modernized KG-33s (purchased through the KG-3X program, PE 0303140F) and other cryptographic devices.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

Development Status

USAF Electronic Systems Center (ESC) is providing all kits for installation and also installing the prototype and kit proof (2nd install). The E-4B Program Office is responsible for the installation of the 3rd and 4th production jets. Challenges in developing the installation kit has delayed E-4B installations by two years.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					1		1					
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.110				
SIM/TRAINER												
SUPPORT-EQUIP												
PMA		0.185		0.088		0.180		0.180				
INSTALLATION OF HARDWARE												
FY-10 1 KITS					[1]	0.320						
FY-11 1 KITS							[1]	0.210				
TOTAL INSTALL					1	0.320	1	0.210				
TOTAL COST (BP-1100) (Totals may not add due to rounding)		0.185		0.088	1	0.500	1	0.500				
INSTALLATION QTY					1		1					

Fact Sheet: E-4 MN-4390 E-4B KG-3X MODERNIZATION (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							2	
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.110
SIM/TRAINER								
SUPPORT-EQUIP								
PMA								0.633
INSTALLATION OF HARDWARE								
FY-10 1 KITS							[1]	0.320
FY-11 1 KITS							[1]	0.210
TOTAL INSTALL							2	0.530
TOTAL COST (BP-1100) (Totals may not add due to rounding)							2	1.273
INSTALLATION QTY							2	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 3 Months Follow-On Lead Time: 3 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				06/10	01/11
Delivery Date (Month/CY)				09/10	04/11

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																1			1	
Output																1				1

Description/Justification

The Super High Frequency (SHF) Multiplexor (MUX) project integrates a more capable and logisitically supportable MUX to replace the obsolete and temporary solution used today. The current SHF MUX is prone to intermittent disconnects and poor performance. A new device will allow the E-4B to better meet requirements of transmitting combined secure and non-secure digital data streams via satellite. This effort will install and test a new SHF MUX into the E-4B.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0, Total 3

Development Status

RDT&E effort will begin in FY10 and include the prototype kit and install.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)					[1]	0.954		0.285				
PROCUREMENT (3010)												
INSTALL KITS							2	0.143	1	0.198		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-11 2 KITS							[2]	0.143				
FY-12 1 KITS									[1]	0.198		
TOTAL INSTALL							2	0.143	1	0.198		
TOTAL COST (BP-1100) (Totals may not add due to rounding)							2	0.287	1	0.396		
INSTALLATION QTY							2		1			

Fact Sheet: E-4 MN-4391 SHF MUX UPGRADE (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)							[1]	1.239
PROCUREMENT (3010)								
INSTALL KITS							3	0.342
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-11 2 KITS							[2]	0.143
FY-12 1 KITS							[1]	0.198
TOTAL INSTALL							3	0.342
TOTAL COST (BP-1100) (Totals may not add due to rounding)							3	0.683
INSTALLATION QTY							3	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 3 Months Follow-On Lead Time: 3 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)				12/10	12/10
Delivery Date (Month/CY)				03/11	03/11

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														1	1				1	
Output														1	1				1	

Description/Justification

The STU III Replacement project replaces the current Secure Telephone Units III (STU III) on board the E-4B with a more reliable secure voice system. The National Security Agency (NSA) has set a decertification date for the STU IIIR driving the need for a new secure voice system that is certified for aircraft use. This modification will integrate a secure voice system that is certified for aircraft use into the E-4B.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0, Total 3

Development Status

RDT&E began in FY08 and includes prototype kit and install. The prototype kit and install are on contract through the Defense Red Switch Network (DRSN) program office, Ogden AFB, UT and installation was accomplished October-December 2009. One additional aircraft will receive the modification in early CY2010, and the other two aircraft will receive temporary modifications that meet NSA requirements until the permanent solution can be installed. Other scheduled maintenance and modifications limit aircraft availability and prevent the remaining two aircraft from receiving the permanent modification until FY11 and FY12.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	14.776										
PROCUREMENT (3010)												
INSTALL KITS			2	7.607	1	3.600						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.393								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09 2 KITS			[2]	4.627								
FY-10 1 KITS					[1]	2.600						
TOTAL INSTALL			2	4.627	1	2.600						
TOTAL COST (BP-1100)			2	12.627	1	6.200						
(Totals may not add due to rounding)												
INSTALLATION QTY			2		1							

Fact Sheet: E-4 MN-4393 STU III Replacement (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)							[1]	14.776
PROCUREMENT (3010)								
INSTALL KITS							3	11.207
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.393
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-09 2 KITS							[2]	4.627
FY-10 1 KITS							[1]	2.600
TOTAL INSTALL							3	7.227
TOTAL COST (BP-1100) (Totals may not add due to rounding)							3	18.827
INSTALLATION QTY							3	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 3 Months Follow-On Lead Time: 3 Months

Milestones

	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)			01/09	01/09
Delivery Date (Month/CY)			04/09	04/09

Installation Schedule

	FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											1	1		1		
Output											1	1		1		

Description/Justification

This modification upgrades the Mode S / Identification of Friend or Foe (IFF) transponder with Enhanced Surveillance capability. The European Organization for the Safety of Air Navigation (EUROCONTROL) has mandated that Enhanced Mode S is required by March 2009 for aircraft that fly in controlled European airspace. The E-4B is required to fly unrestricted over Europe to meet mission requirements. Funds will be used to purchase and install new APX-119 transponders or similar devices to gain the Enhanced Surveillance capability.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

Prototype and 2nd install were completed in FY09, with remaing installs in FY10 and FY11.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2	0.360	1	0.217			1	0.300				
KITS NONRECUR		1.818										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.253				0.100						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08 2 KITS		0.195	[2]	0.145								
FY-09 1 KITS					[1]	0.195						
FY-11 1 KITS							[1]	0.300				
TOTAL INSTALL		0.195	2	0.145	1	0.195	1	0.300				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	2	2.626	1	0.362		0.295	1	0.600				
INSTALLATION QTY			2		1		1					

Fact Sheet: E-4 MN-4394 Enhanced Mode S (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	0.877
KITS NONRECUR								1.818
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.353
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-08 2 KITS							[2]	0.340
FY-09 1 KITS							[1]	0.195
FY-11 1 KITS							[1]	0.300
TOTAL INSTALL							4	0.835
TOTAL COST (BP-1100) (Totals may not add due to rounding)							4	3.883
INSTALLATION QTY							4	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)		02/08	02/09	02/10	02/11
Delivery Date (Month/CY)		08/08	08/09	08/10	08/11

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										1	1				1				1	
Output										1	1				1				1	

Description/Justification

The MILSTAR Ultra High Frequency (UHF) SATCOM System Replacement program exchanges the KG-33 crypto operating in the Message Indicator (MI) mode, which is required to transmit and receive messages over the MILSTAR Ultra High Frequency (UHF) network. This investment is required to keep the E-4B Global Summary Messages (GSM) equipment compatible with the network. The Crypto Modernization effort currently underway for the KG-3X family of devices does not include the KG-33's that operate in the MI mode. This modification will replace the current KG-33's operating in the MI mode with approved cryptographic devices and associated radio equipment for the GSM network.

This project was previously titled "MilStar Crypto." The name and description were altered to reflect growing requirements to remain interoperable with the MILSTAR UHF network.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					1	2.140	1	3.370	2	6.900		
KITS NONRECUR						0.658						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.800						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10 1 KITS							[1]	0.718				
FY-11 1 KITS							[1]	0.718				
FY-12 2 KITS									[1]	0.800	[1]	0.600
TOTAL INSTALL							2	1.436	1	0.800	1	0.600
TOTAL COST (BP-1100) (Totals may not add due to rounding)					1	3.598	1	4.806	2	7.700		0.600
INSTALLATION QTY							2		1		1	

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	12.410
KITS NONRECUR								0.658
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA		0.500						1.300
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-10 1 KITS							[1]	0.718
FY-11 1 KITS							[1]	0.718
FY-12 2 KITS							[2]	1.400
TOTAL INSTALL							4	2.836
TOTAL COST (BP-1100) (Totals may not add due to rounding)		0.500					4	17.204
INSTALLATION QTY							4	

Method of Implementation: CONTRACT FIELD TEAM
Initial Lead Time: 7 Months Follow-On Lead Time: 5 Months

Milestones

	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)			03/10	01/10
Delivery Date (Month/CY)			10/10	06/10

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1		1				1				1	
Output														1		1				1				1

Description/Justification

This modification replaces various cryptographic boxes onboard the E-4B required for secure communications. This project is required because the current cryptographic boxes will be decertified by the National Security Agency (NSA). This modification will replace the KYV-5, KY-58, KY-100, and other cryptologic boxes with suitable alternatives.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

Cryptologic Systems Group (CPSG), San Antonio, TX began development in FY08. CPSG will provide installation kits, and E-4B program office will use APAF for installation and integration on E-4B.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			4	0.415								
KITS NONRECUR				1.024								
EQUIPMENT				0.170								
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.210								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09 4 KITS			[3]	0.152	[1]							
TOTAL INSTALL			3	0.152	1							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			4	1.971								
INSTALLATION QTY			3		1							

Fact Sheet: E-4 MN-4402 Crypto Update (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	0.415
KITS NONRECUR								1.024
EQUIPMENT								0.170
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.210
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-09 4 KITS							[4]	0.152
TOTAL INSTALL							4	0.152
TOTAL COST (BP-1100)							4	1.971
(Totals may not add due to rounding)								
INSTALLATION QTY							4	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 3 Months Follow-On Lead Time: 3 Months

Milestones

	FY-08	FY-09
Contract Date (Month/CY)		01/09
Delivery Date (Month/CY)		04/09

Installation Schedule

	FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input							1	2	1			
Output							1	2	1			

Description/Justification

The E-4B NAOC High Speed Data modification provides an additional 256 kilobits per second (kbps) bandwidth for IP-based connectivity between the E-4B aircraft and commercial and government networks via a commercial broadband satellite communications provider, INMARSAT Global Ltd. The current INMARSAT capability is insufficient to meet worldwide communications needs because it restricts simultaneous use of the full range of voice, data, and video processing and display capabilities. This modification will increase current INMARSAT bandwidth as well as provide an economical path to accommodate anticipated user demand for increased airborne broadband IP-based bandwidth.

This modification is considered a New Start in FY11.

Aircraft Breakdown: Active 1, Reserve 0, ANG 0, Total 1

Development Status

This modification is the fourth and final installation of HSD. The other three Mod Block 1 aircraft have already received this modification. HSD is required to fully leverage Mod Block 1 capability. This effort is considered a new start due to the amount of time lapsed between the 3rd and 4th install.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	2.000				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.543				
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-11 1 KITS							[1]	5.000				
TOTAL INSTALL							1	5.000				
TOTAL COST (BP-1100)							1	7.543				
(Totals may not add due to rounding)												
INSTALLATION QTY							1					

Fact Sheet: E-4 MN-4403 E-4B NAOC High Speed Data (HSD) (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							1	2.000
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.543
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-11 1 KITS							[1]	5.000
TOTAL INSTALL							1	5.000
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							1	7.543
INSTALLATION QTY							1	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 3 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				01/11
Delivery Date (Month/CY)				04/11

Installation Schedule

	FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input															1	
Output															1	

Description/Justification

In order for the E-4B NAOC fleet to have a common, fleet-wide capability, aircraft 74-0787 will receive the Modification Block 1 (Mod Blk 1) upgrade similar to the other three aircraft. Mod Blk 1 consists of four primary modifications: Audio Infrastructure Upgrade (AIU), Senior Leaders Communication System (SLCS), Conference Room Upgrade, and Global Air Traffic Management (GATM). AIU replaces the switchboard, semiautomatic switching system, manual telephone switching set, secure voice switching assembly, link select assembly, and portions of the patch and test facility with a modern, digital switching system, an upgraded multiplexor, and other new devices. SLCS provides the capability for Direct Broadcast Service, Global Broadcast Service, and full-motion point-to-point video; video teleconferencing capability; and access to Defense Information System Network and public switch network for voice, data, and video. Conference Room Upgrade addresses SecDef and Senior Leader in-flight communication and interior sound dampening requirements. GATM addresses evolving domestic and international air traffic management requirements by providing Controller-Pilot Data Link Communications and aircraft system on/off capability to permit aircraft communications using internationally accepted technical protocols and to permit secure operations when militarily required. Obsolescence and diminishing manufacturing sources will also be addressed as required.

Mod Blk 1 represents a significant capability improvement and is required on aircraft 74-0787 in order to be interoperable with evolving external communication demands, upgraded on-board mission systems, and other E-4B NAOC aircraft. The modification will ensure compliance with White House, OSD, NSA, Joint Staff, USSTRATCOM, and USAF requirements for secure and non-secure voice, data, and video communications in support of the President, SecDef, and other Senior Leaders during all phases of conflict.

Aircraft Breakdown: Active 1, Reserve 0, ANG 0, Total 1

Development Status

New Start planning activities and purchase of long-lead items began July 09 upon Congressional approval of New Start reprogramming for $28.1M FY09 APAF. Installation will occur in conjuction with FY10-11 programmed depot maintenance.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS				30.642	1	5.074						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.500						
SIM/TRAINER												
SUPPORT-EQUIP												
ENG SUPPORT						5.300						
INSTALLATION OF HARDWARE												
FY-10 1 KITS					[1]	39.500						
TOTAL INSTALL					1	39.500						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				30.642	1	50.374						
INSTALLATION QTY					1							

Fact Sheet: E-4 MN-4404 E-4B NAOC Modification Block 1 (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							1	35.716
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.500
SIM/TRAINER								
SUPPORT-EQUIP								
ENG SUPPORT								5.300
INSTALLATION OF HARDWARE								
FY-10 1 KITS							[1]	39.500
TOTAL INSTALL							1	39.500
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							1	81.016
INSTALLATION QTY							1	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10
Contract Date (Month/CY)			03/10
Delivery Date (Month/CY)			06/10

Installation Schedule

	FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											1					
Output																1

Description/Justification

Secure, Survivable Communication modifications will upgrade and replace existing systems required to meet existing National Security Presidential Directive (NSPD)-28 and NSPD-51/Homeland Security Presidential Directive (HSPD)-20 requirements and to ensure continued connectivity and interoperability as satellite and communications infrastructure evolves. Expected modifications include, but are not limited to, installation of Family of Beyond-Line-of-Site Terminals (FAB-T), Presidential National Voice Conferencing (PNVC), modification of the current Super High Frequency (SHF) system to meet immediate needs, eventual replacement of the SHF System, and other modifications to ensure Integrated Tactical Warning Attack/Assessment (ITWAA) compliance. FAB-T Command Post Terminals will replace the MILSTAR Terminal and provide access to protected wideband Advanced Extremely High Frequency (AEHF) satellite networks. PNVC replaces Survivable Emergency Conferencing Network (SECN), which will not be supported once the AEHF satellite network is in place. Modification of the current SHF system is required in the near-term to replace the most critically obsolete components to ensure that the system remains operable and logistically supportable until a replacement system is fielded. A replacement to the SHF system is required as secure, survivable communications capability transitions from the Defense Satellite Communications System (DSCS). Modifications for ITWAA compliance will require replacement radios and associated cryptology due to NSA-mandated cryptologic expiration.

This project combines requirements for previous efforts "Family of Beyond-Line-of-Sight Terminals (FAB-T)" and "Presidential National Voice Conferencing (PNVC)" with similiar requirements for secure, survivable communications.

This effort is considered a New Start in FY11.

Aircraft Breakdown: Active 4, Reserve , ANG , Total 4

Development Status

RDT&E begins in FY11. Development for this effort will be incremental as technical requirements and operational connectivity evolve.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								7.000		0.704		1.700
PROCUREMENT (3010)												
INSTALL KITS							1	5.500	1	4.200	1	4.500
KITS NONRECUR								1.200				0.500
EQUIPMENT												
EQUIP NONREC								0.300				0.500
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

Fact Sheet: E-4 MN-4406 Secure, Survivable Voice Communication (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-11 1 KITS									[1]	1.800		
FY-12 1 KITS											[1]	3.001
FY-13 1 KITS												
FY-14 1 KITS												
TOTAL INSTALL									1	1.800	1	3.001
TOTAL COST (BP-1100) (Totals may not add due to rounding)							1	7.000	1	6.000	1	8.501
INSTALLATION QTY									1		1	

Fact Sheet: E-4 MN-4406 Secure, Survivable Voice Communication (Continued)

(Continued)

		FY-14		FY-15		TO COMP		TOTAL	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)			5.870		2.489				17.763
PROCUREMENT (3010)									
INSTALL KITS		1	4.500		4.800			4	23.500
KITS NONRECUR									1.700
EQUIPMENT									
EQUIP NONREC									0.800
CHANGE ORDERS									
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
INSTALLATION OF HARDWARE									
FY-11	1 KITS							[1]	1.800
FY-12	1 KITS							[1]	3.001
FY-13	1 KITS	[1]	1.380					[1]	1.380
FY-14	1 KITS			[1]	1.173			[1]	1.173
TOTAL INSTALL		1	1.380	1	1.173			4	7.354
TOTAL COST (BP-1100) (Totals may not add due to rounding)		1	5.880		5.973			4	33.354
INSTALLATION QTY		1		1				4	

Method of Implementation: COMBINATION

Initial Lead Time: 6 Months Follow-On Lead Time: 3 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)				03/11	03/12	03/13	03/14	03/15
Delivery Date (Month/CY)				09/11	06/12	06/13	06/14	06/15

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																		1				1				1				1		
Output																				1				1				1				1

Description/Justification

The CNS/ATM modification upgrades the air traffic communications systems to improve Navigation and Instrument Approach capabilities. These ongoing modifications are required to comply with both U.S. and international air traffic management requirements and maintain world-wide (anytime/anywhere) availability. This modification will add Automatic Dependent Surveillance - Broadcast (ADS-B) Out capability, replace the obsolete Flight Management Computer (FMC), and upgrade or install required systems to meet domestic and foreign CNS/ATM requirements. This is expected to be an on-going program to meet evolving CNS/ATM requirements.

This effort is considered a New Start in FY11.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

RDT&E begins in FY10 and includes prototype kit and install. On-going RDT&E will be required to meet evolving CNS/ATM requirements.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)					[1]	9.505		2.747				
PROCUREMENT (3010)												
INSTALL KITS							1	1.157	1	2.101	1	2.100
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC								0.423				
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-11 1 KITS									[1]	2.981		
FY-12 1 KITS											[1]	0.975
FY-13 1 KITS												
FY-14 1 KITS												
FY-15 1 KITS												
TOTAL INSTALL									1	2.981	1	0.975
TOTAL COST (BP-1100) (Totals may not add due to rounding)							1	1.580	1	5.082	1	3.075
INSTALLATION QTY									1		1	

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		3.324		3.447			[1]	19.023
PROCUREMENT (3010)								
INSTALL KITS	1	2.100	1	2.150			5	9.608
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								0.423
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-11 1 KITS							[1]	2.981
FY-12 1 KITS							[1]	0.975
FY-13 1 KITS	[1]	1.037					[1]	1.037
FY-14 1 KITS			[1]	1.070			[1]	1.070
FY-15 1 KITS					[1]		[1]	
TOTAL INSTALL	1	1.037	1	1.070	1		5	6.063
TOTAL COST (BP-1100) (Totals may not add due to rounding)	1	3.137	1	3.220			5	16.094
INSTALLATION QTY	1		1		1		5	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 2 Months Follow-On Lead Time: 6 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)					01/12	01/13	01/14	01/15
Delivery Date (Month/CY)					03/12	07/13	07/14	07/15

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																		1				1				1				1		
Output																				1				1				1				1

	FY-16			
Quarter	1	2	3	4
Input		1		
Output				1

Description/Justification

Funds are required to complete Service Bulletins in order to maintain compliance with FAA standards and certification. Service Bulletins affect the safety, product improvements, maintenance, and reliability for the aircraft, engines, and associated mission equipment. The funding profile is driven by Service Bulletin due date and aircraft availability.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

None

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		52.988		3.083		3.010		7.363		3.970		5.045
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		52.988		3.083		3.010		7.363		3.970		5.045
INSTALLATION QTY												

Fact Sheet: E-4 MN-99999S SERVICE BULLETINS (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		5.283		5.345				86.087
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		5.283		5.345				86.087
INSTALLATION QTY								

Method of Implementation: DEPOT FIELD TEAM
Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-89	FY-90	FY-91	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)												
Delivery Date (Month/CY)												

Fact Sheet: E-4 MN-99999S SERVICE BULLETINS (Continued)

Installation Schedule

	FY-89				FY-90				FY-91				FY-92				FY-93				FY-94				FY-95				FY-96		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input												
Output												

Description/Justification

These Low Cost Modifications and studies are necessary for reliability, maintainability, and/or improved system performance to meet emergent requirements.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

None

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.184										
AIRCRAFT		19.846		1.993		1.999		1.998		1.999		1.800
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		20.030		1.993		1.999		1.998		1.999		1.800
INSTALLATION QTY												

Fact Sheet: E-4 MN-99999X LOW COST MODIFICATIONS (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.184
AIRCRAFT		1.999		1.999				33.633
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.999		1.999				33.817
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)									
Delivery Date (Month/CY)									

Fact Sheet: E-4 MN-99999X LOW COST MODIFICATIONS (Continued)

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-00				FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarter																																
Input																																
Output																																

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: E-8C				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$46.971	$74.833	$188.504	$0.000	$188.504	$101.056	$86.705	$84.079	$35.270

This line item funds modifications to the E-8 aircraft. The E-8 is a modified Boeing 707-300 airframe called Joint Surveillance and Target Attack Radar System (JSTARS). The JSTARS was developed for ground surveillance, targeting and battle management. The primary focus for FY11 will be JSTARS Re-engining.

Projected allocations for ANG Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
ANG	6.935	31.364	129.924	53.003	44.136	28.412	4.343

Due to an inadvertent error the Air Force requests a technical adjustment transferring $11,700,000 from P-1 Line No. 70 "E-8C Modifications" to Line No. 80 "Initial Spares/Repair Parts". The following exhibits reflect the requested transfer amounts.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	38198	Prime Mission Equipment -			36.8			57.3	32.8	27.6	14.4		169.0
	38199	JSTARS Re-engining	5.7	54.1	120.4			17.8	13.4	17.3			342.6
	38200	RELIABILITY, MAINTAINAB	3.8	2.2	5.2			5.9	5.1	4.7	3.8		92.6
	38203	KILL CHAIN ENHANCEME	17.5	17.5	5.4			2.5	2.7	2.7	1.3		140.4
	38205	JTRS INTEGRATION			8.2			3.2	6.5	12.0	8.6		38.5
	38206	Communications Navigation						14.3	26.2	19.7	7.1		84.9
	38208	Enhanced Land Maritime M	19.9	1.0	0.8								41.6
TOTAL FOR CLASS P			47.0	74.8	176.8	0.0	176.8	101.1	86.7	84.1	35.3	0.0	909.7
TOTAL FOR WEAPON SYSTEM E-8C			47.0	74.8	176.8	0.0	176.8	101.1	86.7	84.1	35.3	0.0	909.7

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 70	PAGE NO. 1	

Description/Justification

Prime Mission Equipment (PME) Diminishing Manufacturing Sources (DMS) is a top issue for fleet viability. DMS will cause non-mission capable (NMC) aircraft starting in FY12. PME is required for Joint STARS to maintain net-centric war fighter capabilities - Ground Moving Target Indicator (GMTI) and Battle Management Command and Control (BMC2) as specified in the Operational Requirements Document (ORD).

The last major modification to the mission computing hardware took place during the Computer Replacement Program (CRP) from 1997-2005. The program has maximized 3rd party vendors and aftermarket suppliers for the last three years without any additional funded major tech refreshes. Parts obsolescence is so extensive that a major modification will be required to maintain existing processing capabilities. Modification will address hardware and software DMS issues for both the mission computer and the radar processor. Equipment replacement will include, Operator Workstation (OWS), CC Mass Storage Device (CCMSD), OWS Mass Storage Device (OWSMSD), Removable Media Module (RMM), Fiber Switches, Local Area Network (LAN) HUB, Serial Data Hub, and Radar Airborne Signal Processor (RASP).

This modification is required for maintaining mission computing functions to support future enhancements including Joint STARS Radar Modernization (JSRM).

There are a total of 17 aircraft equipped with PME which will be modified with procurement funds (the operations aircraft). The test aircraft (T-3) is also equipped with PME but will be modified with RDT&E funds.

Currently, 17 of 17 operations aircraft PME mods are funded.

Aircraft Breakdown: Active 0, Reserve 0, ANG 17, Total 17

Development Status

SDD scheduled for FY09-FY11 using RDT&E funds; Development program supported in the FY08 GWOT with RDT&E funds.

Contract Awarded on 18 Aug 2009 for first of a two phased SDD program. Phase II is scheduled to award in March 2010.; Sole Source to Northrop Grumman under the Joint STARS System Improvement Program II (JSSIP) contract.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		68.834		0.728		59.477		49.409		0.002		
PROCUREMENT (3010)												
INSTALL KITS							5	4.185	6	5.408	3	2.758
KITS NONRECUR												
EQUIPMENT							[5]	18.709	[6]	24.226	[3]	12.355
EQUIP NONREC												
CHANGE ORDERS												
DATA								2.755		2.000		
SIM/TRAINER												
SUPPORT-EQUIP								3.167		2.304		
GFE												
PMA								1.051		2.328		1.767

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
CONTRACTOR SUPPORT								3.784		4.305		3.987
OGC								3.166		9.202		2.962
INSTALLATION OF HARDWARE												
FY-11 5 KITS										7.533	[4]	1.281
FY-12 6 KITS												7.683
FY-13 3 KITS												
FY-14 1 KITS												
TOTAL INSTALL										7.533	4	8.964
TOTAL COST (BP-1100) (Totals may not add due to rounding)							5	36.817	6	57.306	3	32.793
INSTALLATION QTY											4	

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								178.450
PROCUREMENT (3010)								
INSTALL KITS	1	0.938					15	13.289
KITS NONRECUR								
EQUIPMENT	[1]	4.201					[15]	59.491
EQUIP NONREC								
CHANGE ORDERS								
DATA								4.755
SIM/TRAINER	[1]	5.395					[1]	5.395
SUPPORT-EQUIP								5.471
GFE								
PMA		1.453		1.826				8.425
CONTRACTOR SUPPORT		4.084		2.000				18.160
OGC		7.656		9.274				32.260
INSTALLATION OF HARDWARE								
FY-11 5 KITS	[1]						[5]	8.814
FY-12 6 KITS	[6]						[6]	7.683
FY-13 3 KITS		3.918	[3]				[3]	3.918
FY-14 1 KITS				1.332	[1]		[1]	1.332
TOTAL INSTALL	7	3.918	3	1.332	1		15	21.747
TOTAL COST (BP-1100) (Totals may not add due to rounding)	1	27.645		14.432			15	168.993
INSTALLATION QTY	7		3		1		15	

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14
Contract Date (Month/CY)					04/12	04/12	10/12	10/13
Delivery Date (Month/CY)					04/13	04/13	10/13	10/14

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																											1	3		2	2	3
Output																												1	1	3	2	2

	FY-15				FY-16		
Quarter	1	2	3	4	1	2	3	4
Input		1	1	1	1			
Output			1	1	1	1	2	

Description/Justification

Modification required to upgrade JSTARS fleet of 17 operational, one test (test a/c paid for with RDT&E funds), and one in-flight trainer aircraft with a new Propulsion Pod System in order to meet current ORD requirements. The re-engining program includes the purchase and installation of new engines, thrust reversers, nacelles, pylons, fan, exhaust duct, and all associated components and initial spares along with the upgrade of the training devices.

Non Recurring Engineering (NRE) refers to engineering research, design, test and evaluation of required production changes allowing JT8D-219 engines and the propulsion pod system to meet JSTARS requirements. Specific tasks include creating production retrofit drawings, creating Interface Control Documents (ICDs) for all subsystems, interface with the supplier to receive existing documentation and technical data, maintain cognizance of the Supplier FAA certification program, interface with government divisions to establish airworthiness requirements and approvals, and conduct engineering analysis and evaluation.

The Phase I RDT&E contract consisting of the critical (NRE) was awarded in Feb 07. The Phase II non-critical NRE Undefinitized Contract Action (UCA) was awarded in May 08 with contract definitization projected in Jul 10. The procurement UCA was awarded May 08, with contract definitization projected in Jan 10.

This modification has related RDT&E funding in PE 0207581F.

There are total of 18 aircraft to be modified with procurement funds - 17 operational and 1 pilot trainer. Modifications to the test aircraft will be made with RDT&E funds.

Currently 4 of 18 aircraft are funded.

Aircraft Breakdown: Active 0, Reserve 0, ANG 18, Total 18

Development Status

The development contract will include the Non Recurring Engineering (NRE) phase associated with the integration of an engines and propulsion pod system on the Joint STARS fleet. This will include all associated drawings, tech manuals, flight test, and trainer modifications to field a fully operational and supportable propulsion pod system upgrade.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		167.386		27.081		62.743		71.845		39.520		
PROCUREMENT (3010)												
INSTALL KITS			0	0.000	0	0.000	4	5.000				
KITS NONRECUR												
EQUIPMENT	2	52.126	[0]	0.000		31.364	[2]	90.000				
EQUIP NONREC		41.815		2.232								
CHANGE ORDERS		0.600				2.964		6.390		5.390		8.150
DATA		2.500				2.700		3.450		3.450		3.450
SIM/TRAINER												
SUPPORT-EQUIP						8.749		4.100				
CONTRACTOR SUPPORT		9.540		3.056		5.667		8.860		1.160		1.100
PMA		7.211		0.440		2.676		2.607		1.198		0.723

Fact Sheet: E-8C MN-38199 JSTARS Re-engining (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-11 4 KITS									[2]	6.600		
TOTAL INSTALL									2	6.600		
TOTAL COST (BP-1100) (Totals may not add due to rounding)		113.792		5.728		54.120	4	120.407		17.798		13.423
INSTALLATION QTY									2			

Fact Sheet: E-8C MN-38199 JSTARS Re-engining (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								368.575
PROCUREMENT (3010)								
INSTALL KITS							4	5.000
KITS NONRECUR								
EQUIPMENT							[4]	173.490
EQUIP NONREC								44.047
CHANGE ORDERS		5.250						28.744
DATA		3.450						19.000
SIM/TRAINER								
SUPPORT-EQUIP								12.849
CONTRACTOR SUPPORT		1.100						30.483
PMA		0.910						15.765
INSTALLATION OF HARDWARE								
FY-11 4 KITS	[2]	6.600					[4]	13.200
TOTAL INSTALL	2	6.600					4	13.200
TOTAL COST (BP-1100) (Totals may not add due to rounding)		17.310					4	342.578
INSTALLATION QTY	2						4	

Method of Implementation: COMBINATION

Initial Lead Time: 33 Months Follow-On Lead Time: 18 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)			05/08	05/08		01/10
Delivery Date (Month/CY)			02/11	02/11		04/12

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																														1	1	
Output																															1	1

	FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4
Input					1	1		
Output						1	1	

Description/Justification

Joint STARS (JSTARS) Reliability, Maintainability &Availability (RMA) program monitors, identifies, evaluates, compares, and prioritizes projects that increase the RMA of the Joint STARS system. RMA also identifies corrective actions that produce the most favorable projected return on investment. With the production line complete, the RMA program is critical to the sustainability of JSTARS. Ongoing system-wide analyses identify areas for improvement, which then depend upon RMA funding for implementation into the fleet.

RMA modifications of aircraft and prime mission equipment enable the Air Force to achieve and maintain war fighter requirements for Mission Capability rates, aircraft availability levels and mission effectiveness. The JSTARS RMA program is for implementation of modifications, including low cost modifications that are not covered by block upgrades or spiral development programs. These modifications are the result of but not limited to: Service Bulletins (SBs), Airworthiness Directives (ADs), obsolescence and Diminishing Manufacturing Sources/Material Shortages (DMS/MS) issues, Deficiency Reports (DRs), Class A/B/C mishaps, and Immediate and Urgent Time Compliance Technical Orders (TCTOs).

The RMA modification line was established to satisfy unforeseen requirements and to improve the Mission Capable (MC) rate for the E-8C fleet. The E-8C fleet continues to miss the ACC MC requirement, which illustrates the need to improve the MC rate through RMA projects.

This line includes all costs associated with non-recurring engineering (NRE) and the purchase and installation of RMA modifications into the Joint STARS system. Projects typical of the RMA line include the following:

Diminishing Manufacturing Sources/Material Shortages (DMS/MS), Fuel Quantity Indicating System (FQIS), fuel boost and override pump, fuel flow transmitters, Pressure Regulator Shut-Off Valve (PRSOV), Landing Gear Door Position Switches, Oil Pressure Transmitter, Digital Engine Pressure Ratio Transmitter (DEPRT), air cycle machine improvement, vapor cycle machine improvement, auxiliary hydraulic pump, engine driven hydraulic pump, flight control actuator components, FOO Screens, Nose Cowl, Potable H2O Deactivation, Flow Control Topping Sensor Warning Stencil, Pre-Cooler Fitting Replacement, Vapor Cycle Machine Prognostics, and Air Cycle Machine Prognostics. The priority of these efforts executed in a fiscal year can change based upon unplanned requirements and/or emergencies.

There are a total of 18 aircraft to be modified with procurement funds - 17 operational and 1 pilot trainer. The test aircraft (T-3) is modified with RDT&E funds.

Aircraft Breakdown: Active 0, Reserve 0, ANG 18, Total 18

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		61.814		3.845		2.152		5.244		5.927		5.060
PMA												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100) (Totals may not add due to rounding)		61.814		3.845		2.152		5.244		5.927		5.060
INSTALLATION QTY												

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		4.727		3.834				92.603
PMA								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		4.727		3.834				92.603
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 9 Months Follow-On Lead Time: 10 Months

Milestones

	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)		12/01	11/02	11/03	11/04	11/05	11/06	11/07	11/08	11/09	11/10	11/11	11/12	11/13	11/14
Delivery Date (Month/CY)		09/02	09/03	09/04	09/05	09/06	09/07	09/08	09/09	09/10	09/11	09/12	09/13	09/14	09/15

Installation Schedule

	FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

To proceed from enemy identification to engagement (executing the 'kill chain'), the warfighter must find, fix, track, target and engage enemy threats, as well as assess the overall battlespace. The Joint STARS Kill Chain Enhancement / Spiral Development program monitors, identifies, evaluates, compares and prioritizes projects that expediently deliver warfighting capabilities to help the warfighter survive and win in today's complex battlefield. The program is focused on rapid implementation and delivery, rather than long-term production. The Air Force will implement emerging technologies that greatly increase system and system-of-systems capability, as well as interoperability with Joint Service, allied, and coalition systems.

Representative efforts in FY10 and through the FYDP include imagery comparison, UAV data integration, Broadcast Intel track correlation, multi-sensor radar service and tracker improvements, time critical targeting initiatives, IP enabling technologies to enhance C2 and shorten the kill chain, machine-to-machine data exchange, enhanced targeting and interdiction, radar & Synthetic Aperture Radar (SAR) enhancements. Examples include but are not limited to: Direct BLOS broadcast of 4607, Aided Target Recognition (ATR), Net-Centric Collaborative Targeting (NCCT), Beyond Line of Sight (BLOS) Enhancements, weapon guidance (JNEW), hard target TTP's, Voice over JTIDS (JVOICE), Interim Capability for Airborne Networking (ICAN), weapons guidance, the incremental delivery of SINCGARS/8.33 kHz VHF radio capability as well as the two Weapon System Trainers (WST) and the Navigator Training System (NTS).

Potential project candidates typically arise out of warfighter experiments (such as Empire Challenge or JEFX), exercises, analysis of operational data (such as BLOS loading) or real world lessons learned (such as hard target). Prioritization is based on immediate benefit to the warfighter, technical feasibility, and overall executability. Projects are prioritized on a yearly basis based on a coordination with the user. All candidates will: (1) greatly improve system capability with respect to finding, fixing, tracking or targeting enemy targets or assessing the battlespace; (2) be within the current budget; and (3) be executed within contractual and fiscal guidelines and regulations.

There are a total of 17 aircraft to be modified with procurement funds (the operations aircraft). The test aircraft (T-3) will be modified with RDT&E funds.

This modification has related RDT&E funding in PE 0207581F.

Aircraft Breakdown: Active 0, Reserve 0, ANG 17, Total 17

Development Status

BLOS SD&D program was completed June 08. Joint Surface Warfare Joint Capabilities Technology Demonstration (JSuW JCTD) contract was awarded Aug 08. SINCGARS/8.33 kHz VHF Phase I radio capability contract award Sep 09 and Phase II contract award in 3Q FY10.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		113.556		2.394		8.418		1.061		0.258		2.244
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
PROGRAM MNGMT												

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
AIRCRAFT		86.026		16.638		16.629		5.292		2.403		2.537
PMA		4.786		0.869		0.899		0.117		0.102		0.144
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100) (Totals may not add due to rounding)		90.812		17.507		17.528		5.409		2.505		2.681
INSTALLATION QTY												

Fact Sheet: E-8C MN-38203 KILL CHAIN ENHANCEMENT MODIFICATIONS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)		2.368		2.214				132.513
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
PROGRAM MNGMT								
AIRCRAFT		2.550		1.126				133.201
PMA		0.141		0.163				7.221
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		2.691		1.289				140.422
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months Follow-On Lead Time: 10 Months

Milestones

	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)		04/02	11/02	11/03	03/05	11/05	10/07	11/07	04/10	04/10	11/10	11/11	11/12	11/13	11/14
Delivery Date (Month/CY)		04/03	09/03	09/04	01/06	09/06	08/08	09/08	02/11	02/11	09/11	09/12	09/13	09/14	09/15

Installation Schedule

	FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

The Communications and Networking Upgrade (CNU) Phase 1 program is the first phase of a multi-phased communications upgrade roadmap for the E-8C Joint STARS. CNU Phase 1 resolves Cryptographic Modernization issues, frequency remapping issues, and diminishing manufacturing sources (DMS) issues faced by the communications systems on the E-8C. In addition, it provides stepping stones towards airborne networking and satisfying OSD's mandate to be JTRS compliant.

Included in CNU Phase 1 will be the integration of the Multi-Informational Distribution System Joint Tactical Radio System (MIDS JTRS) terminal. It will provide the E-8C with the ability to maintain the mission essential Link 16 capability. Further phases will be defined as operational and logistical requirements dictate which E-8C radios must be replaced.

This is a joint effort along with the AF JTRS program office and the Global Cyberspace Integration Center (GCIC). RDT&E is fully and jointly funded by both the Joint STARS PE (207581F) and the AF JTRS PE (27423F). The Joint STARS PE (207581F) is providing a total of $7.368M (RDT&E). The AF JTRS PE (27423F) is providing $46.650M (RDT&E).

Future phases of the JSTARS communication upgrade roadmap will provide network functionality and info services to interact with additional platforms and end-users of E-8C data. These capabilities will provide video and other imagery, exchanges with other Intelligence, Surveillance, and Reconnaissance (ISR) platforms and data archives, a wide assortment of data products associated with both sensor improvements and an enhanced battle management, and the E-8 C2 role. Efforts include Wideband Line of Site (LOS), Beyond Line of Site (BLOS) and networking upgrades including: continued JTRS waveform integration; Multi-Platform Common Data Link (MP-CDL); Advanced Extremely High Frequency (AEHF); Wideband Networking Waveform (WNW); Enhanced Synthetic Aperture Radars (ESARs); Automatic Tasking Orders (ATOs), Tactical Targeting Network Technology (TTNT), and Family of Advanced Beyond-Line-of-Sight Terminals (FAB-T). These phases are currently unfunded.

The AF JTRS SPO is providing the MIDS JTRS equipment, and Joint STARS is providing the installation and integration onto the platform.

There are a total of 17 aircraft which will be modified with procurement funds (the operations aircraft). The test aircraft (T-3) will be modified with RDT&E funds.

Aircraft Breakdown: Active 0, Reserve 0, ANG 17, Total 17

Development Status

CNU Phase I development program will be awarded Aug 09.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.018		4.091		3.127		0.785		0.045		
PROCUREMENT (3010)												
INSTALL KITS							9	1.030	8	0.549		
KITS NONRECUR								0.066		0.067		
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS								1.368		0.051		0.423
DATA								0.993		0.293		0.404
SIM/TRAINER												
SUPPORT-EQUIP												
CONT LIABILITY												

Fact Sheet: E-8C MN-38205 JTRS INTEGRATION (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
CONTRACTOR SUPPORT								0.689		0.875		0.844
PMA								0.177		0.132		0.350
OTHER								0.659		0.401		2.077
INSTALLATION OF HARDWARE												
FY-11 9 KITS								3.173		0.879	[9]	
FY-12 8 KITS												2.406
TOTAL INSTALL								3.173		0.879	9	2.406
TOTAL COST (BP-1100) (Totals may not add due to rounding)							9	8.155	8	3.247		6.504
INSTALLATION QTY											9	

Fact Sheet: E-8C MN-38205 JTRS INTEGRATION (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								10.066
PROCUREMENT (3010)								
INSTALL KITS							17	1.579
KITS NONRECUR								0.133
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								1.842
DATA								1.690
SIM/TRAINER								
SUPPORT-EQUIP								
CONT LIABILITY								
CONTRACTOR SUPPORT								2.408
PMA		0.632		1.090				2.381
OTHER		10.201		7.522				20.860
INSTALLATION OF HARDWARE								
FY-11 9 KITS							[9]	4.052
FY-12 8 KITS	[8]	1.184					[8]	3.590
TOTAL INSTALL	8	1.184					17	7.642
TOTAL COST (BP-1100) (Totals may not add due to rounding)		12.017		8.612			17	38.535
INSTALLATION QTY	8						17	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 5 Months Follow-On Lead Time: 5 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)					05/12	05/12	11/12
Delivery Date (Month/CY)					10/12	10/12	04/13

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																									2	3	2	2	3	3	2	
Output																									2	3	2	2	3	3	2	

Description/Justification

The E-8 Joint STARS ELMM program is a result of the previous efforts accomplished under the Defense Advanced Research Project Agency (DARPA) AMSTE program. DARPA demonstrated execution of the Find, Fix, Track, Target, Engage and Assess (F2T2EA) kill chain for mobile land-based targets in 2002. A later demo, Resultant Fury 2005, adapted the AMSTE capabilities to perform maritime interdiction operations, providing target discrimination and precision engagement in near all-weather conditions against mobile-maritime surface targets. ELMM is a lead-in effort that provides enhancement in location and tracking capability.

ELMM will employ advanced radar modes to increase Joint STARS location and tracking capability for Long Term Track Maintenance (LTTM) in a maritime environment, suitable for providing a future engagement capability for maritime interdiction operations.

ELMM represents the first spiral of Joint Network Enabled Weapons (JNEW) capability that allows a Joint STARS aircraft to enable precision weapons against maritime targets.

There are a total of 17 aircraft which will be modified with procurement funds (the operations aircraft). The test aircraft (T-3) will be modified with RDT&E funds.

Currently, 8 of 17 aircraft and trainers (MMT, PME-MTD, SMS, TMSS, and SSF) are funded.

This modification has related RDT&E funding in PE 0207581F.

Aircraft Breakdown: Active 0, Reserve 0, ANG 17, Total 17

Development Status

ELMM SD&D contract awarded Sep 08.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		88.010		5.131		2.287						
PROCUREMENT (3010)												
INSTALL KITS	3	3.748	5	1.111								
KITS NONRECUR												
EQUIPMENT	3	2.559	[5]	2.896								
EQUIP NONREC												
CHANGE ORDERS		2.188		2.117								
DATA		1.653		0.553								
SIM/TRAINER			[5]	2.100								
SUPPORT-EQUIP				0.830								
CONTRACTOR SUPPORT		1.919		1.624		0.980		0.755				
PMA		3.435		0.987		0.053		0.017				
TRAINING												
OTHER		2.685		4.745								

Fact Sheet: E-8C MN-38208 Enhanced Land Maritime Mode (ELMM) (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-08 3 KITS		1.757	[1]		[2]							
FY-09 5 KITS				2.928			[5]					
TOTAL INSTALL		1.757	1	2.928	2		5					
TOTAL COST (BP-1100)	3	19.943	5	19.891		1.033		0.772				
(Totals may not add due to rounding)												
INSTALLATION QTY			3				5					

Fact Sheet: E-8C MN-38208 Enhanced Land Maritime Mode (ELMM) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								95.428
PROCUREMENT (3010)								
INSTALL KITS							8	4.859
KITS NONRECUR								
EQUIPMENT							[8]	5.455
EQUIP NONREC								
CHANGE ORDERS								4.305
DATA								2.206
SIM/TRAINER							[5]	2.100
SUPPORT-EQUIP								0.830
CONTRACTOR SUPPORT								5.278
PMA								4.492
TRAINING								
OTHER								7.430
INSTALLATION OF HARDWARE								
FY-08 3 KITS							[3]	1.757
FY-09 5 KITS							[5]	2.928
TOTAL INSTALL							8	4.684
TOTAL COST (BP-1100) (Totals may not add due to rounding)							8	41.639
INSTALLATION QTY							8	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 4 Months Follow-On Lead Time: 4 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)					03/08			10/10
Delivery Date (Month/CY)					07/08			02/11

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																					3								2	2	1	
Output																					1								2	2	2	1

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: H-1				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$13.165	$18.222	$2.457	$0.000	$2.457	$2.475	$2.496	$2.539	$2.586

This line item funds modifications to UH-1N and UH-1H/TH-1H aircraft. The two-engine UH-1N is a light, utility helicopter primarily used for missile site and range support and distinguished visitor airlift support. The Huey II Modernization budgeted in FY10 modifies single-engine UH-1H aircraft to TH-1H configuration for use in the helicopter track of USAF Specialized Undergraduate Pilot Training. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P-S	8846	UH-1N TAIL BOOM REPLA	2.9	0.8	0.8								14.1
TOTAL FOR CLASS P-S			2.9	0.8	0.8	0.0	0.8	0.0	0.0	0.0	0.0	0.0	14.1
P	_1135	UH-1N SIMULATOR UPGR	1.2										10.2
	_2802	HUEY II MODERNIZATION	7.9	16.7	1.0			1.0	1.0	1.0	1.0		123.4
	99999X	LOW COST MODIFICATIO	1.2	0.7	0.7			1.5	1.5	1.6	1.6		14.2
TOTAL FOR CLASS P			10.3	17.5	1.7	0.0	1.7	2.5	2.5	2.5	2.6	0.0	147.8
TOTAL FOR WEAPON SYSTEM H-1			13.2	18.3	2.5	0.0	2.5	2.5	2.5	2.5	2.6	0.0	161.9

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

Description/Justification

This program will modify and upgrade UH-1N Operational Flight Trainers at Kirtland AFB, NM due to component obsolescence. These efforts are part of a collaborative investment strategy that will simultaneously upgrade simulators for the HH-60G, MC-130H, and MC-130P aircraft systems. The concurrent upgrades are designed to leverage system synergies and maximize investment with minimum downtime. UH-1N Simulator components to be upgraded include: image generators, host computers, Electronic Warfare (EW) equipment, instructor operator and motion stations. Pilot simulator training is more efficient and provides greater throughput than actual aircraft training.

Aircraft Breakdown: Active 1, Reserve 0, ANG 0, Total 1

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	1	7.892										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.385										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.707		0.728								
INSTALLATION OF HARDWARE												
FY-08 1 KITS			[1]	0.494								
TOTAL INSTALL			1	0.494								
TOTAL COST (BP-1100)	1	8.984		1.222								
(Totals may not add due to rounding)												
INSTALLATION QTY			1									

Fact Sheet: H-1 MN-_1135 UH-1N SIMULATOR UPGRADE (Continued)
(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							1	7.892
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.385
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								1.435
INSTALLATION OF HARDWARE								
FY-08 1 KITS							[1]	0.494
TOTAL INSTALL							1	0.494
TOTAL COST (BP-1100)							1	10.206
(Totals may not add due to rounding)								
INSTALLATION QTY							1	

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 16 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08
Contract Date (Month/CY)		12/07
Delivery Date (Month/CY)		04/09

Installation Schedule

	FY-07				FY-08				FY-09			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input											1	
Output												1

Description/Justification

This program will modernize existing UH-1H airframes and convert them into a TH-1H (Huey II) helicopter configuration. The U.S. Army trained USAF H-1 pilots since 1972 at no cost due to excess capacity. In Oct 2004, the Army transitioned to a new flight school and began training on a new airframe to better meet internal Army requirements. Thus, the Army no longer has the resources to train USAF pilots. Due to currently mandated specialized undergraduate helicopter pilot training requirements, the USAF took possession of 40 former Army UH-1H aircraft (24 operational and 16 for parts).

The modifications are conducted at a contractor facility and installed real-time. Changes include upgrading/replacing the engine, transmission, gearbox, rotor blades, tail boom and drive system. These efforts will yield an increased internal payload and an enhanced avionics suite. The improved reliability and maintainability of the Huey II will result in a helicopter that requires significantly less maintenance time than the UH-1H. This industry-standard modernization program results in a cost effective specialized undergraduate helicopter pilot training solution that will ensure the reliability and supportability of the aircraft through 2025.

FY 2005-FY2007 funds modified a total of 16 UH-1H airframes to the Huey II TH-1H configuration.
FY 2008 funds will modify two UH-1H airframes to the Huey II configuration.
FY 2009 funds will modify two UH-1H airframes to the Huey II configuration.
FY 2010 funds will modify four UH-1H airframes to the Huey II configuration and acquire TH-1H support equipment.

FY2011-FY2015 funding will be used to correct minor deficiencies discovered during initial fielding of the TH-1H aircraft. One modified TH-1H aircraft was damaged; plans to replace it with an additional modified TH-1H aircraft are under evaluation.

Installations are included in the equipment price.

Aircraft Breakdown: Active 24, Reserve 0, ANG 0, Total 24

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	18	72.090	2	7.482	4	16.132						
EQUIP NONREC												
CHANGE ORDERS		0.931		0.279		0.284		0.780		0.967		0.962
DATA												
SIM/TRAINER												
SUPPORT-EQUIP						0.224		0.200				
ICS		19.800										
OGC		1.068		0.105		0.100						

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-05	1 KITS	1											
FY-06	9 KITS	9											
FY-07	6 KITS	6											
FY-08	2 KITS	2											
FY-09	2 KITS			[2]									
FY-10	4 KITS					[4]							
TOTAL INSTALL		18		2		4							
TOTAL COST (BP-1100) (Totals may not add due to rounding)		18	93.889	2	7.866	4	16.740		0.980		0.967		0.962
INSTALLATION QTY		18		2		4							

Fact Sheet: H-1 MN-_2802 HUEY II MODERNIZATION (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							24	95.704
EQUIP NONREC								
CHANGE ORDERS		0.979		0.996				6.178
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.424
ICS								19.800
OGC								1.273
INSTALLATION OF HARDWARE								
FY-05 1 KITS							[1]	
FY-06 9 KITS							[9]	
FY-07 6 KITS							[6]	
FY-08 2 KITS							[2]	
FY-09 2 KITS							[2]	
FY-10 4 KITS							[4]	
TOTAL INSTALL							24	
TOTAL COST (BP-1100) (Totals may not add due to rounding)		0.979		0.996			24	123.379
INSTALLATION QTY							24	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 8 Months Follow-On Lead Time: 8 Months

Milestones

	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)			11/04	11/05	11/06	11/07	11/08	11/09
Delivery Date (Month/CY)			07/05	07/06	07/07	07/08	07/09	07/10

Installation Schedule

	FY-03				FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1	2	2	3	2	1	2	1		1		1		1		1	1	1	1	1
Output														1	2	2	3	2	2	1	2	1		1		1		1		1	1	1	1

	FY-11			
Quarter	1	2	3	4
Input				
Output	1			

Description/Justification

The program will remove and replace aging tailbooms with new tail booms on UH-1N helicopters. Current tail booms are approaching 37 years of age and have accumulated on average 10,925 flight hours. Due to the high number of hours, the occurrence of fatigue cracks i bulkheads, longerons and skins is expected to accelerate. This will result in extended maintenance downtime as well as increased frequency of special inspections, resulting in reduced aircraft availability and degraded mission capable rates.

The mod will be an O/I level install.

Aircraft Breakdown: Active 62, Reserve , ANG , Total 62

Development Status

None Required

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	53	8.637	7	2.831	1	0.757		0.751				
KITS NONRECUR	1	0.714										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.087										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.228		0.057		0.010		0.010				
FLT TEST												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	54	9.666	7	2.888	1	0.767		0.761				

Fact Sheet: H-1 MN-8846 UH-1N TAIL BOOM REPLACEMENT (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							61	12.976
KITS NONRECUR							1	0.714
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.087
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.305
FLT TEST								
TOTAL COST (BP-1100)							62	14.082
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 17 Months Follow-On Lead Time: 23 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)		10/06	03/07	05/08	03/09	03/10
Delivery Date (Month/CY)		03/08	02/09	04/10	02/11	02/12

Description/Justification

These funds are for the accomplishments of low cost modifications for the UH-1N. Low cost modifications may include efforts that can be accomplished within one year due to unforeseen needs on teh UH-1N.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		5.375		1.189		0.715		0.716		1.508		1.534
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		5.375		1.189		0.715		0.716		1.508		1.534

Fact Sheet: H-1 MN-99999X LOW COST MODIFICATIONS (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.560		1.590				14.187
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.560		1.590				14.187

Method of Implementation: ORG/INTERMEDIATE
Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)					
Delivery Date (Month/CY)					

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: HH-60				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$17.202	$63.996	$11.630	$81.000	$92.630	$15.698	$10.118	$9.487	$4.880

FY2011 funding totals include $114M requested for Overseas Contingency Operations

This line item funds modifications to the HH-60 helicopter. The HH-60 Pave Hawk is a twin engine, aerial refuelable helicopter whose primary operational mission is Combat Search and Rescue (CSAR) / Personnel Recovery (PR). It is the most rapidly deployable, long range, combat rescue helicopter in the Air Force inventory. The aircraft and aircrews conduct day / night / marginal weather alert response missions to recover downed aircrew or other isolated personnel in hostile or permissive environments. The HH-60G also performs disaster relief, Noncombatant Evacuation Operations, counter-drug, civil SAR, and Space Shuttle support. The major modification efforts budgeted in FY10 include maintenance predictive / aircraft structural enhancements, safety and survivability upgrades. Specific modifications budgeted and programmed are below and include the Structural Integrity Program, Lightweight Airborne Recovery System V12 Upgrade, and Multi-Function Color Display.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	16.0	0	0	1.557	1.563	4.817	4.88
ANG	0.493	0	3.278	1.162	0.256	0	0

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	_1072	Dual Enginer Contingency P	0.2										12.8
	8258	FLIR		40.0		81.0	81.0						159.8
	8496	KIRTLAND SIM UPGRADE	1.0										37.8
	8560	SERVICE LIFE EXTENSIO	6.9	7.1	7.2			3.7	1.3	4.8	4.9		51.1
	8563	LIGHTWEIGHT AIRBORNE		2.1				1.8	1.5				26.5
	8841	Situation Awareness Data-Li	3.6	1.8	0.5								25.1
	8844	Multi-function Color Display	1.8	1.4	1.7			4.0	1.3				31.9
	8850	MODE 5			1.8			4.9	4.9	4.3			15.8
	8851	Gun Replacement		10.0									10.0

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 72	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: HH-60				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$17.202	$63.996	$11.630	$81.000	$92.630	$15.698	$10.118	$9.487	$4.880

FY2011 funding totals include $114M requested for Overseas Contingency Operations

This line item funds modifications to the HH-60 helicopter. The HH-60 Pave Hawk is a twin engine, aerial refuelable helicopter whose primary operational mission is Combat Search and Rescue (CSAR) / Personnel Recovery (PR). It is the most rapidly deployable, long range, combat rescue helicopter in the Air Force inventory. The aircraft and aircrews conduct day / night / marginal weather alert response missions to recover downed aircrew or other isolated personnel in hostile or permissive environments. The HH-60G also performs disaster relief, Noncombatant Evacuation Operations, counter-drug, civil SAR, and Space Shuttle support. The major modification efforts budgeted in FY10 include maintenance predictive / aircraft structural enhancements, safety and survivability upgrades. Specific modifications budgeted and programmed are below and include the Structural Integrity Program, Lightweight Airborne Recovery System V12 Upgrade, and Multi-Function Color Display.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2009	2010	2011	2012	2013	2014	2015
AFR	16.0	0	0	1.557	1.563	4.817	4.88
ANG	0.493	0	3.278	1.162	0.256	0	0

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	99999S	SERVICE BULLETINS	0.5	0.0	0.0			0.0	0.0	0.0			0.6
	99999X	LOW COST MODIFICATIO	1.7	1.6	0.5			1.4	1.1	0.4			7.6
	ARR	701C ENGINE AND GEAR	0.4										66.3
	T8415	UPGRADE COMMUNICATI	1.0										154.9
TOTAL FOR CLASS P			17.2	64.0	11.6	81.0	92.6	15.7	10.1	9.5	4.9	0.0	600.3
TOTAL FOR WEAPON SYSTEM HH-60			17.2	64.0	11.6	81.0	92.6	15.7	10.1	9.5	4.9	0.0	600.3

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 72	PAGE NO. 2	

Description/Justification

The Dual Engine Contingency Power modification allows the use of maximum engine power during emergency/power constrained situations including high altitude, high temperature, and high gross weight conditions. This modification will also upgrade the two existing HH-60G simulators. Kits and installs were bought as one package with FY 06 and 07 funding.

Aircraft Breakdown: Active 68, Reserve 15, ANG 18, Total 101

Development Status

Install complete in FY09

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	100	0.853										
KITS NONRECUR	1	1.330										
EQUIPMENT	90	4.503										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.500										
SIM/TRAINER	2											
SUPPORT-EQUIP		0.250										
FLIGHT TEST		0.500										
OGC		2.031		0.067								
INSTALL				0.115								
INSTALLATION OF HARDWARE												
FY-05 27 KITS	27	2.629										
FY-06 63 KITS	63											
FY-07 11 KITS			[11]									
TOTAL INSTALL	90	2.629	11									
TOTAL COST (BP-1100)	101	12.596		0.182								
(Totals may not add due to rounding)												
INSTALLATION QTY	90		11									

Fact Sheet: HH-60 MN-_1072 Dual Enginer Contingency Power (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							100	0.853
KITS NONRECUR							1	1.330
EQUIPMENT							[90]	4.503
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.500
SIM/TRAINER							[2]	
SUPPORT-EQUIP								0.250
FLIGHT TEST								0.500
OGC								2.098
INSTALL								0.115
INSTALLATION OF HARDWARE								
FY-05 27 KITS							[27]	2.629
FY-06 63 KITS							[63]	
FY-07 11 KITS							[11]	
TOTAL INSTALL							101	2.629
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							101	12.778
INSTALLATION QTY							101	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 3 Months Follow-On Lead Time: 12 Months

Milestones

	FY-04	FY-05	FY-06	FY-07
Contract Date (Month/CY)		05/05	11/05	11/06
Delivery Date (Month/CY)		08/05	11/06	11/07

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								1	6	6	8	6	6	6	6	6	10	7	11	11	6	5		
Output								1		6	8	6	6	6	6	5	5	10	9	11	11	6	5	

Description/Justification

Purchases state-of-the-art Forward Looking Infrared Systems (FLIRS) to equip Combat Search and Rescue HH-60G helicopters currently without FLIRS with improved ability to navigate and to acquire/identify survivors at night. Improved imagery will provide necessary resolution to distinguish friendlies from adversaries during rescue of downed aircrews. These FLIRS will also provide the ability to detect obstacles/hazards when flying at low altitude.

FY10 $40M was appropriated as a congressional add.

FY 2009 funding totals include $0M of apporpriated supplemental "Bridge" funding, and $0M of appropriated supplemental Overseas Contingency Operations Funding.
FY 2010 Funding totals include $0M for Overseas Contingency Operations
FY 2011 funding totals include $81M requested for Overseas Contingency Operations.

The FY11 OCO funding resets the aircraft configuration to a single unit providing operational enhancement, and reducing aircraft training requirements from 3 systems to 1. Additionally, the current systems are no longer in production making parts obsolescence a major issue in sustaining those assets. The final inventory objective includes spares, and assumes an attrition/destruction rate of 2 FLIR per year.

Projected Allocations by Component (subject to Total Force mission priorities and aircraft availability)

Kit Procurement	PRIOR	FY09	FY10	FY11	FY12	FY13	FY14	FY15	Totals
Active	0	0	39	60	0	0	0	0	99
Reserve	27	0	0	10	0	0	0	0	37
ANG	13	0	0	10	0	0	0	0	13

Note: O/I level installs. No schedule provided.

Aircraft Breakdown: Active 68, Reserve 15, ANG 17, Total 100

Development Status

Production on-going, training at each location for installation, maintenance and operation concurrent with deliveries.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	57	36.018			39	35.743	80					
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.008						

Fact Sheet: HH-60 MN-8258 FLIR (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SIM/TRAINER												
SUPPORT-EQUIP												
ICS		2.333				0.280						
OGC		0.412				0.240						
FLIGHT TEST		0.071				1.329						
SOFTWARE						2.400						
ECP												
FY11 OCO Request								81.000				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	57	38.834			39	40.000	80	81.000				

Fact Sheet: HH-60 MN-8258 FLIR (Continued)
(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							176	71.761
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.008
SIM/TRAINER								
SUPPORT-EQUIP								
ICS								2.613
OGC								0.652
FLIGHT TEST								1.400
SOFTWARE								2.400
ECP								
FY11 OCO Request								81.000
TOTAL COST (BP-1100)							176	159.834
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE
Initial Lead Time: 18 Months Follow-On Lead Time: 12 Months

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)		09/95				12/96							06/04	12/04	
Delivery Date (Month/CY)		03/97				12/97							06/05	12/05	

	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)				12/09	03/11
Delivery Date (Month/CY)				12/10	03/12

Description/Justification

HH-60 Weapons System Trainer (WST) and Operational Flight Trainer (OFT) are sole Air Force training devices used to provide initial, upgrade, instructor, and simulator refresher training to CSAR HH-60 Helicopter aircrew members. The training devices provide high fidelity simulations of the HH-60G Helicopter cockpit and train aircrew in aircraft system performance and flight characteristics. Accurate simulation is vital to the safe operation of the aircraft. The current upgrade efforts are intended to vastly improve the fidelity of the training devices. These modifications to the simulator systems will upgrade the obsolete image generators, host computers, avionics, and Electronic Warfare (EW) equipment. Additional computer capacity will enable continued operation of the training devices and concurrency with the aircraft. These efforts will also correct known deficiencies in helicopter aerodynamics model and more accurately replicate the actual high altitude performance of the aircraft. Helicopter mishaps in Southwest Asia and CONUS have been attributed to aircrew unfamiliarity with high altitude helicopter operations. All efforts run an average of 16 months to complete, but are dependant on training schedule and mission priority.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A - No RDT&E Required

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	4	36.758	[1]	1.020								
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		36.758		1.020								
(Totals may not add due to rounding)												

Fact Sheet: HH-60 MN-8496 KIRTLAND SIM UPGRADES (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[5]	37.778
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								37.778
(Totals may not add due to rounding)								

Method of Implementation: CLS

Initial Lead Time: 25 Months Follow-On Lead Time: 15 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)		09/05	04/06	01/07	01/08	01/09
Delivery Date (Month/CY)		10/07	07/07	04/08	04/09	04/10

Description/Justification

In FY05 the Service Life Extension Program (SLEP) was restructured to a Structural Integrity Program (SIP). The USAF SIP will modify three major structural areas of the HH-60G airframe: cabin/transition area, tail cone section, and tail rotor pylon section.

This was accomplished to reduce maintenance cost growth rates and improve aircraft availability. Current in-service estimates indicate the HH-60G structure will become increasingly maintenance intensive at approximately 7,000 hours of operation. Under the SLEP 10 HH-60Gs received tail pylon modification from FY01 through FY05.

In FY08 Congressional funding was provided to extend the life of the HH-60G. The USAF identified a requirement for 39 (32 Active, 7 ANG) HH-60Gs to undergo the SIP modification due to increased utilization rates. Subsequently, the USAF added an additional 9 kit purchases in FY13-15 to sustain aging airframes.

Remarks: *** In FY08, Air Combat Command directed that 308 Beam replacements be accomplished in conjunction with the SIP modifications.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	Totals
Active	10	32	0	0	0	0	0	0	0	42
Reserve	0	0	0	0	0	0	1	4	4	9
ANG	0	7	0	0	0	0	0	0	0	7

Installation Schedule:

Active	10	2	5	9	6	10	0	0	0	42
Reserve	0	0	0	0	0	0	1	4	4	9
ANG	0	0	0	0	4	3	0	0	0	7

Aircraft Breakdown: Active 42, Reserve 9, ANG 7, Total 58

Development Status

Trial Install and Kit Proof successfully completed in FY09. Installs at Corpus Christi Army Depot (CCAD) and Korean Airlines (KAL) are on-going in accordance with install schedule.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	48	7.712										
KITS NONRECUR	1	3.121									1	0.600
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		0.080										
DATA		0.641		0.500								

Fact Sheet: HH-60 MN-8560 SERVICE LIFE EXTENSION PROGRAM (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SIM/TRAINER												
SUPPORT-EQUIP												
*** See Remarks ***												
OGC		3.477		0.620				0.020				
INSTALL				5.769		7.078		7.194		3.652		0.707
INSTALLATION OF HARDWARE												
FY-01 1 KITS	1											
FY-04 9 KITS	9	0.239										
FY-05 2 KITS	2											
FY-07 2 KITS			[2]									
FY-08 35 KITS			[3]		[9]		[10]		[13]			
FY-13 1 KITS											[1]	
FY-14 4 KITS												
FY-15 4 KITS												
TOTAL INSTALL	12	0.239	5		9		10		13		1	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	49	15.270		6.889		7.078		7.214		3.652	1	1.307
INSTALLATION QTY	12		5		9		10		13		1	

Fact Sheet: HH-60 MN-8560 SERVICE LIFE EXTENSION PROGRAM (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							48	7.712
KITS NONRECUR	4	2.400	4	2.550			10	8.671
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								0.080
DATA								1.141
SIM/TRAINER								
SUPPORT-EQUIP								
*** See Remarks ***								
OGC								4.117
INSTALL		2.417		2.330				29.147
INSTALLATION OF HARDWARE								
FY-01 1 KITS							[1]	
FY-04 9 KITS							[9]	0.239
FY-05 2 KITS							[2]	
FY-07 2 KITS							[2]	
FY-08 35 KITS							[35]	
FY-13 1 KITS							[1]	
FY-14 4 KITS	[4]						[4]	
FY-15 4 KITS			[4]				[4]	
TOTAL INSTALL	4		4				58	0.239
TOTAL COST (BP-1100) (Totals may not add due to rounding)	4	4.817	4	4.880			58	51.107
INSTALLATION QTY	4		4				58	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14
Contract Date (Month/CY)		12/00				12/04		12/06	12/07					12/12	12/13
Delivery Date (Month/CY)		12/01				12/05		12/07	12/08					12/13	12/14

	FY-15
Contract Date (Month/CY)	12/14
Delivery Date (Month/CY)	

Fact Sheet: HH-60 MN-8560 SERVICE LIFE EXTENSION PROGRAM (Continued)

Installation Schedule

	FY-00				FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1												1	3	3	2								
Output									1													1	3	3	2							

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input			2		1	1	2	1	4	1	2	2	4	1	3	2	3	3	2	5			1		4				4			
Output							2		3		3	3		2	3	2	4	1	4	3	3		4	3		2	2			2	2	

Description/Justification

The Lightweight Airborne Recovery System (LARS) version 12 upgrade to 100 HH-60Gs will provide a radio and receiver transmitter (RT-1532F) capable of receiving encoded digital data-burst messages and precise GPS coordinates directly from a ground survivor's radio handset. This upgrade will decrease search and recovery time for isolated personnel, increasing chances of successful recovery while decreasing risk to rescue forces. The LARS v12 radio will enable the HH-60G to be interoperable with the full variety of US military, civilian, and NATO survival radios fielded today and in the near future, to include PRC-112 and Combat Survivor Evader Locater (CSEL) family of radios. Currently fielded LARS v6/v9 is limited to detection of line of sight voice data transmission and steering cues for the PRC-112 radio only, and is not compatible with many US or NATO systems fielded.

Requirements and funding initially received from ANG in FY04 to FY07 to support Non-Recurring Engineering, three production kits, travel and PMA. Additional funding received in FY08 (Congressional Add), will support all 100 HH-60Gs. Effort will support Engineering Change Proposal (ECP), kits, installs, Interim Contract Support, Data, Testing, Travel and PMA.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	Totals
Active	4	64	0	0	0	0	0	0	0	68
Reserve	0	15	0	0	0	0	0	0	0	15
ANG	0	17	0	0	0	0	0	0	0	17
Installation Schedule:										
Active	0	0	0	0	28	38	2	0	0	68
Reserve	0	0	0	0	6	8	1	0	0	15
Guard	0	0	0	0	8	9	0	0	0	17

Aircraft Breakdown: Active 68, Reserve 15, ANG 17, Total 100

Development Status

ECP awarded Aug 08. Estimated schedule after ECP award---PDR Nov 08, CDR Feb 09, Trial Install Apr-Jun 09, Kit Proof Sep 09, Production Installs May 10.

Jul 09 - Current Development Contract with BAE in Termination for Convenience. Contractor could not meet required specifications. Acquisition Strategy in development with planned award in April 2010.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	99	11.188										
KITS NONRECUR	1	1.419										
EQUIPMENT												
EQUIP NONREC		0.072										
CHANGE ORDERS		1.564				1.700						
DATA		0.378										

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SIM/TRAINER	2	1.250										
SUPPORT-EQUIP												
OGC		2.850				0.426				0.002		0.030
ICS		0.500										
FLT TEST		0.753										
INITIAL SPARES	10	1.169										
INSTALL												
INSTALLATION OF HARDWARE												
FY-04 4 KITS									[4]	0.128		
FY-08 96 KITS									[50]	1.630	[46]	1.470
TOTAL INSTALL									54	1.758	46	1.470
TOTAL COST (BP-1100) (Totals may not add due to rounding)	100	21.143				2.126				1.760		1.500
INSTALLATION QTY									54		46	

Fact Sheet: HH-60 MN-8563 LIGHTWEIGHT AIRBORNE RECOVERY SYSTEM V12 UPGRADE (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							99	11.188
KITS NONRECUR							1	1.419
EQUIPMENT								
EQUIP NONREC								0.072
CHANGE ORDERS								3.264
DATA								0.378
SIM/TRAINER							[2]	1.250
SUPPORT-EQUIP								
OGC								3.308
ICS								0.500
FLT TEST								0.753
INITIAL SPARES							[10]	1.169
INSTALL								
INSTALLATION OF HARDWARE								
FY-04 4 KITS							[4]	0.128
FY-08 96 KITS							[96]	3.100
TOTAL INSTALL							100	3.228
TOTAL COST (BP-1100) (Totals may not add due to rounding)							100	26.529
INSTALLATION QTY							100	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 20 Months Follow-On Lead Time: 24 Months

Milestones

	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)		04/05				08/08		12/09
Delivery Date (Month/CY)		12/06				08/10		12/11

Installation Schedule

	FY-03				FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input					13	13	14	14	12	12	11	11
Output					13	13	14	14	12	12	11	11

Description/Justification

The Situational Awareness Data Link (SADL) will provide the aircrew with improved situational awareness capability, decreasing fratricide while increasing the success rate of any Combat Search and Rescue mission. The SADL radio will provide real time Command, Control, Communications and Intelligence (C3I) data link capability, provide text on a Pilot Display Unit and share up to date situational awareness information with other friendly aircraft in the area of operation. SADL is an Urgent Operational Need from the CENTCOM commander for aircraft operating in the AOR.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	Totals
Active	0	68	0	0	0	0	0	0	0	68
Reserve	0	15	0	0	0	0	0	0	0	15
ANG	0	18	0	0	0	0	0	0	0	17
Installation Schedule:										
Active	0	0	0	59	9	0	0	0	0	68
Reserve	0	0	0	13	2	0	0	0	0	15
ANG	0	0	1	17	0	0	0	0	0	17

Aircraft Breakdown: Active 68, Reserve 15, ANG 17, Total 100

Development Status

Dec 08 - Contract for NRE, 40 Production units and installs awarded totalling 6.0M
Jul 09 - Began trial install/flight test at Nellis AFB.
Dec 09 - Anticipate January 10 contract award for remaining 61 Production Units, installs and Simulator totalling 9.0M

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	99	3.556										
KITS NONRECUR	1	4.457		0.022								
EQUIPMENT		3.492										
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.180						
SIM/TRAINER	1	2.200	[1]	0.800								
SUPPORT-EQUIP		0.462		0.993								
FLT TEST		0.183		1.050								
INITIAL SPARES	10	0.180										
OGC		0.597		0.275		1.640		0.500				

Fact Sheet: HH-60 MN-8841 Situation Awareness Data-Link (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALL		4.082		0.472								
INSTALLATION OF HARDWARE												
FY-08 100 KITS			[1]		[82]		[17]					
TOTAL INSTALL			1		82		17					
TOTAL COST (BP-1100)	100	19.209		3.612		1.820		0.500				
(Totals may not add due to rounding)												
INSTALLATION QTY			1		82		17					

Fact Sheet: HH-60 MN-8841 Situation Awareness Data-Link (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							99	3.556
KITS NONRECUR							1	4.479
EQUIPMENT								3.492
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.180
SIM/TRAINER							[2]	3.000
SUPPORT-EQUIP								1.455
FLT TEST								1.233
INITIAL SPARES							[10]	0.180
OGC								3.012
INSTALL								4.554
INSTALLATION OF HARDWARE								
FY-08 100 KITS							[100]	
TOTAL INSTALL							100	
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							100	25.141
INSTALLATION QTY							100	

Method of Implementation: COMBINATION

Initial Lead Time: 7 Months Follow-On Lead Time: 6 Months

Milestones

	FY-07	FY-08	FY-09
Contract Date (Month/CY)			12/08
Delivery Date (Month/CY)			07/09

Installation Schedule

	FY-07				FY-08				FY-09				FY-10					FY-11		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												1	1	26	28	27	13	4		
Output												1	1	20	28	29	16	2	3	

Description/Justification

Multi-Function Color Display (MFCD) will add processing capability and an improved display medium to the HH-60G helicopter. MFCD with additional data processing power will enable pilots to cleanly display and manipulate current data streams using a single color display screen for pilot/co-pilot and an additional color display to replace the current weather radar display. This MFCD will allow HH60G aircrew to display current forward looking infrared (FLIR) picture and aircraft flight instrument data along with an integrated moving map display.

The MFCD improves the aging HH-60G aircraft by providing additional throughput for existing and future systems, such as Situational Awareness Data Link (SADL), LARS V12, Intelligence Broadcast Receiver and the Global Personnel Recovery System (GPRS). Without the MFCD, these modifications would not be possible.

31 Installations will be funded using a small business set-aside in follow-on contracting actions.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	Totals
Active	0	68	0	0	0	0	0	0	0	68
Reserve	0	15	0	0	0	0	0	0	0	15
ANG	0	18	0	0	0	0	0	0	0	18
Installation Schedule:										
Active	0	0	0	0	19	24	0	0	0	43
Reserve	0	0	0	0	3	12	0	0	0	15
ANG	0	0	0	0	0	0	12	0	0	12

Aircraft Breakdown: Active 68, Reserve 15, ANG 18, Total 101

Development Status

Oct 09 - Competitive Contract has been awarded to SRC. It has subsequently been protested. Based on GAO recommendations, source selection has been re-started, with contract award expected in Feb 10. Current schedules are notional.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		1.145					22		36		12	
KITS NONRECUR		4.380										
EQUIPMENT	24	8.447										
EQUIP NONREC												
CHANGE ORDERS				1.800		1.376						
DATA				0.047								
SIM/TRAINER	1	3.000										
SUPPORT-EQUIP												

Fact Sheet: HH-60 MN-8844 Multi-function Color Display (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SOFTWARE NONREC		0.631										
OGC		1.548										
INSTALL		0.038										
FLIGHT TEST		2.500										
INSTALLATION OF HARDWARE												
FY-11 22 KITS							[22]	1.655				
FY-12 36 KITS									[36]	4.000		
FY-13 12 KITS											[12]	1.330
TOTAL INSTALL							22	1.655	36	4.000	12	1.330
TOTAL COST (BP-1100) (Totals may not add due to rounding)		21.689		1.847		1.376	22	1.655	36	4.000	12	1.330
INSTALLATION QTY							22		36		12	

Fact Sheet: HH-60 MN-8844 Multi-function Color Display (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							70	1.145
KITS NONRECUR								4.380
EQUIPMENT							[24]	8.447
EQUIP NONREC								
CHANGE ORDERS								3.176
DATA								0.047
SIM/TRAINER							[1]	3.000
SUPPORT-EQUIP								
SOFTWARE NONREC								0.631
OGC								1.548
INSTALL								0.038
FLIGHT TEST								2.500
INSTALLATION OF HARDWARE								
FY-11 22 KITS							[22]	1.655
FY-12 36 KITS							[36]	4.000
FY-13 12 KITS							[12]	1.330
TOTAL INSTALL							70	6.985
TOTAL COST (BP-1100) (Totals may not add due to rounding)							70	31.897
INSTALLATION QTY							70	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months Follow-On Lead Time: 6 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)					12/10	12/11	12/12
Delivery Date (Month/CY)					06/11	06/12	06/13

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																		2	20			18	18				6	6
Output																		2	20			18	18				6	6

Description/Justification

The Mode 5 modification program is an OSD-mandated upgrade to the HH-60G's IFF system--the primary means of aircraft identification during Air Defense operations.

In order to fully implement Mode 5, the HH-60G aircraft require a Global Positioning System update. Costs are only estimates at this time and are subject to contract negotiation and award. This is an FY11 New Start.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY11	FY12	FY13	FY14	FY15	Totals
Active	0	0	0	6	5	4	15
Reserve	0	0	0	1	1	1	3
ANG	0	0	0	2	1	1	4

Installation Schedule:							
Active	0	0	0	6	5	4	15
Reserve	0	0	0	1	1	1	3
ANG	0	0	0	2	1	1	4

This program has associated RDT&E funding in PE 0207224F.

Aircraft Breakdown: Active 15, Reserve 3, ANG 4, Total 22

Development Status

As this is a New Start for FY11, planning is underway for execution of this effort. All schedules are notional.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[1]	0.986				
PROCUREMENT (3010)												
INSTALL KITS							2	0.150	7	0.525	7	0.540
KITS NONRECUR												
EQUIPMENT							[2]	1.150	[7]	3.745	[7]	3.860
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.300				
SIM/TRAINER									[1]	0.280		
SUPPORT-EQUIP										0.125		
FLIGHT TEST								0.100		0.125		
OGC								0.080		0.080		0.080

Fact Sheet: HH-60 MN-8850 MODE 5 (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-11 2 KITS											[2]	0.100
FY-12 7 KITS											[7]	0.300
FY-13 7 KITS												
FY-14 6 KITS												
TOTAL INSTALL											9	0.400
TOTAL COST (BP-1100) (Totals may not add due to rounding)							2	1.780	7	4.880	7	4.880
INSTALLATION QTY											9	

Fact Sheet: HH-60 MN-8850 MODE 5 (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[1]	0.986
PROCUREMENT (3010)								
INSTALL KITS	6	0.450					22	1.665
KITS NONRECUR								
EQUIPMENT	[6]	3.210					[22]	11.965
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.300
SIM/TRAINER							[1]	0.280
SUPPORT-EQUIP								0.125
FLIGHT TEST								0.225
OGC		0.035						0.275
INSTALLATION OF HARDWARE								
FY-11 2 KITS							[2]	0.100
FY-12 7 KITS							[7]	0.300
FY-13 7 KITS	[7]	0.309					[7]	0.309
FY-14 6 KITS		0.273	[6]				[6]	0.273
TOTAL INSTALL	7	0.582	6				22	0.982
TOTAL COST (BP-1100) (Totals may not add due to rounding)	6	4.277					22	15.817
INSTALLATION QTY	7		6				22	

Method of Implementation: COMBINATION

Initial Lead Time: 18 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14
Contract Date (Month/CY)				04/11	04/12	04/13	04/14
Delivery Date (Month/CY)				10/12	04/13	04/14	04/15

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																						2	7				7				6	
Output																							2	7				7				6

Description/Justification

This program executes congressionaly added funds for a helicopter defensive weapon to replace the aging GAU-18 .50 caliber machine gun. A .50 caliber machine gun can be mounted on the left and right side weapon mounts of the HH-60G Pavehawk for use as a crew served or pilot operated defensive gun system in hostile environments. The current weapon suffers from reliability and safety defficiencies, limiting the operational effectiveness of the weapon.

The funded replacement gun system will incorporate increased reliability and enhanced safety features to eliminate accidental weapons discharge from cook-offs (overheating of the gun itself).

A gun system consists of the gun itself, a cradle, and a weapons mount to interface to the helicopter. Two guns are to be fielded on each helicopter.

Gun systems are O&I level installs. Guns will be installed based on aircraft availability.

Aircraft Breakdown: Active 60, Reserve 22, ANG 28, Total 110

Development Status

Funds will be utilized to execute integration of gun replacement, kit proof, trial installation, and procurement of 110 gun systems.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					110	7.930						
EQUIP NONREC						0.100						
CHANGE ORDERS												
DATA						0.750						
SIM/TRAINER												
SUPPORT-EQUIP												
ICS						0.856						
TESTING						0.120						
KIT PROOF						0.244						
INTEGRATION												
TOTAL COST (BP-1100)					110	10.000						
(Totals may not add due to rounding)												

Fact Sheet: HH-60 MN-8851 Gun Replacement (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							110	7.930
EQUIP NONREC								0.100
CHANGE ORDERS								
DATA								0.750
SIM/TRAINER								
SUPPORT-EQUIP								
ICS								0.856
TESTING								0.120
KIT PROOF								0.244
INTEGRATION								
TOTAL COST (BP-1100)							110	10.000
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE
Initial Lead Time: 18 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10
Contract Date (Month/CY)			06/10
Delivery Date (Month/CY)			12/11

Description/Justification

These are service bulletins necessary to improve safety, reliability, maintainability, and mission performance and to reduce logistics costs.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.092		0.500		0.001		0.001		0.001		0.001
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.092		0.500		0.001		0.001		0.001		0.001

Fact Sheet: HH-60 MN-99999S SERVICE BULLETINS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.001						0.597
TOTAL COST (BP-1100)		0.001						0.597
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

These funds will be utilized for low cost modifications required when HH-60G deficiencies are identified. Low cost modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for HH-60G aircraft and associated training systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		0.535										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.321		1.734		1.595		0.480		1.405		1.100
OGC												
DEPOT PROCESS												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.856		1.734		1.595		0.480		1.405		1.100
INSTALLATION QTY												

Fact Sheet: HH-60 MN-99999X LOW COST MODIFICATIONS (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								0.535
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.392						7.027
OGC								
DEPOT PROCESS								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.392						7.562
INSTALLATION QTY								

Method of Implementation: COMBINATION
Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14
Contract Date (Month/CY)							
Delivery Date (Month/CY)							

Fact Sheet: HH-60 MN-99999X LOW COST MODIFICATIONS (Continued)

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																								
Output																								

Description/Justification

This program modifies 34 pre-1990 HH-60Gs with an improved durability gearbox, rotor-brake, and T-701C engines. 13 ANG modifications were previously completed under this program but competing priorities delayed funding for Active Component aircraft until FY05. The remaining 21 aircraft will be upgraded with the new engines, improved gearbox, and rotor-brake beginning in FY05 (17 in FY05 and five in FY06). Additionally, six 1991 transition aircraft were produced with T701C engines and improved gearbox but require rotor-brake modification. The funding profile allows concurrent installation at multiple locations in minimum time with minimal impact to aircraft availability. These are the last 21 aircraft in the fleet of 101 that require this modification. Completion will standardize the fleet.

Note: Last 6 kits are Rotor Brake kits for 87-89 model HH-60Gs which were received from Sikorsky Aircraft Corporation with 701C engines and durability gearboxes. The lead time for procurement of the rotor brake kits is less than 18 months. Kits and installs were bought as one package with FY06 and FY07 funding.

Aircraft Breakdown: Active 21, Reserve 0, ANG 13, Total 34

Development Status

Install complete in FY09.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	34	18.241										
KITS NONRECUR		0.745										
EQUIPMENT	13	4.870										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.100										
SIM/TRAINER												
SUPPORT-EQUIP		0.068										
EJECTION SYSTEM	56	34.588										
OGC		2.010		0.102								
INSTALL		3.498		0.280								

Fact Sheet: HH-60 MN-ARR 701C ENGINE AND GEARBOX UPGRADE (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-98 6 KITS	6	0.706										
FY-99 7 KITS	7	1.120										
FY-05 13 KITS	13											
FY-06 6 KITS	2		[4]									
FY-07 2 KITS			[2]									
TOTAL INSTALL	28	1.826	6									
TOTAL COST (BP-1100) (Totals may not add due to rounding)	34	65.946		0.382								
INSTALLATION QTY	28		6									

Fact Sheet: HH-60 MN-ARR 701C ENGINE AND GEARBOX UPGRADE (Continued)

(Continued)

		FY-14		FY-15		TO COMP		TOTAL	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS								34	18.241
KITS NONRECUR									0.745
EQUIPMENT								[13]	4.870
EQUIP NONREC									
CHANGE ORDERS									
DATA									0.100
SIM/TRAINER									
SUPPORT-EQUIP									0.068
EJECTION SYSTEM								[56]	34.588
OGC									2.112
INSTALL									3.778
INSTALLATION OF HARDWARE									
FY-98	6 KITS							[6]	0.706
FY-99	7 KITS							[7]	1.120
FY-05	13 KITS							[13]	
FY-06	6 KITS							[6]	
FY-07	2 KITS							[2]	
TOTAL INSTALL								34	1.826
TOTAL COST (BP-1100)								34	66.328
(Totals may not add due to rounding)									
INSTALLATION QTY								34	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 18 Months

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)		09/98	06/99						05/05	11/05
Delivery Date (Month/CY)		09/99	12/00						11/06	05/07

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													6	2	2	1																
Output													6	0	2	2	2	1														

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										2			4	3	3	3	2	2	1	1				
Output										2				4	3	3	3	2	2		2			

Description/Justification

This modification upgrades the HH-60Gs communication, navigation, and integrated electronic warfare systems through a four phase sequential approach (also known as the Block 152 upgrade). This modification corrects human factors, safety, and mission equipment deficiencies dating back to Operation DESERT STORM and significantly increases survivability.

Block 152-Phase A added the AN/ARC-210 SATCOM radio to provide over-the-horizon communications. This modification began in FY00 and was completed in FY05 modifying 105 HH-60s. Prerequisite: HH60G Self Protection System modification (Mod# 6590).

Block 152-Phase B added HAVE CSAR for over-the-horizon near-real-time threat/survivor awareness. This modification began in FY01 and was completed in FY05 modifying 104 HH-60Gs. Prerequisite: i486 Control Display Unit (CDU) upgrade (Mod# 8494).

Block 152-Phase C added the External Gun Mount and Ammunition Handling System (GM/AHS) modification. This modification allows for use of either 7.62mm and/or .50 caliber weapons systems. The .50 caliber weapon doubles the weapons engagement zone of the HH-60G. Additionally, this modification increased the useful cabin space of the HH-60G by placing the ammunition storage containers on the outside of the aircraft. This modification began in FY02 and was completed in FY07 modifying 101 HH-60Gs.

Block 152-Phase D upgrades the existing Radar Warning Receiver (RWR) system with the AN/APR-39B(V)2 radar signal detecting set integrated with the AN/ALE-47 countermeasures dispensing system. This phase also provides corrections to internal and external lighting that interferes with missions which require use of Night Vision Imaging Systems (NVIS). Installations of the RWR and NVIS upgrades on all 101 HH-60Gs will be completed in FY08. As of 1QFY08 the HUD portion of this modification had not begun and the requirement was under review by Air Combat Command. If a future HUD modification is required supporting new start documentation will be completed.

Due to the limited availability of these Low Density/High Demand aircraft, down time will be minimized by concurrent phase installations as much as possible. Installations are conducted by multiple methods (contractor facility or contractor field team) depending on phase.

Five trial and 415 production installs for a total of 398 installs for 104 aircraft. Eight AFRC HH-60G aircraft were realigned in FY03/04 to Active Duty.

Aircraft Breakdown: Active 71, Reserve 15, ANG 18, Total 104

Development Status

Non-recurring engineering (NRE) for Block A completed by 4Q FY00. NRE for Block B began in FY00, completed FY01. NRE for Block C began in FY02, completed FY03.

Install complete in FY09.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	398	35.628										
KITS NONRECUR	5	19.111		0.020								
EQUIPMENT	190	56.896										
EQUIP NONREC	3	4.487										
CHANGE ORDERS	1	3.570										

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
DATA		1.925		0.059								
SIM/TRAINER	7	6.092										
SUPPORT-EQUIP		4.216										
ICS				0.223								
OGC		7.437		0.660								
FLIGHT TEST		4.815										
INSTALL		0.668		0.074								
INSTALLATION OF HARDWARE												
FY-00 23 KITS	23	0.600										
FY-01 42 KITS	42	0.800										
FY-02 91 KITS	91	1.340										
FY-03 96 KITS	96	1.577										
FY-04 50 KITS	50	0.907										
FY-05 69 KITS	69	0.958										
FY-06 27 KITS	27	2.878										
TOTAL INSTALL	398	9.060										
TOTAL COST (BP-1100) (Totals may not add due to rounding)	398	153.905		1.036								
INSTALLATION QTY	398											

Fact Sheet: HH-60 MN-T8415 UPGRADE COMMUNICATIONS AND NAVIGATION/INTEGRATED E (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							398	35.628
KITS NONRECUR							[5]	19.131
EQUIPMENT							[190]	56.896
EQUIP NONREC							[3]	4.487
CHANGE ORDERS							[1]	3.570
DATA								1.984
SIM/TRAINER							[7]	6.092
SUPPORT-EQUIP								4.216
ICS								0.223
OGC								8.097
FLIGHT TEST								4.815
INSTALL								0.742
INSTALLATION OF HARDWARE								
FY-00 23 KITS							[23]	0.600
FY-01 42 KITS							[42]	0.800
FY-02 91 KITS							[91]	1.340
FY-03 96 KITS							[96]	1.577
FY-04 50 KITS							[50]	0.907
FY-05 69 KITS							[69]	0.958
FY-06 27 KITS							[27]	2.878
TOTAL INSTALL							398	9.060
TOTAL COST (BP-1100) (Totals may not add due to rounding)							398	154.941
INSTALLATION QTY							398	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months Follow-On Lead Time: 12 Months

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07
Contract Date (Month/CY)		09/98	03/99	05/00	10/00	10/01	10/02	10/03	10/04	10/05	10/06
Delivery Date (Month/CY)		09/00	03/00	05/01	10/01	10/02	10/03	10/04	10/05	10/06	10/07

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																			12	11	10	10	10	12	23	23	23	22	24	24	24	24
Output																				12	11	10	10	10	12	23	23	23	22	24	24	24

	FY-05				FY-06				FY-07				FY-08			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	13	13	12	12	17	17	17	18	7	7	7	6				
Output	24	13	13	12	12	17	17	17	18	7	7	7	6			

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: HAEUAV				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$103.657	$134.864	$119.415	$0.000	$119.415	$100.588	$56.613	$64.257	$65.551

This line item funds Global Hawk SIGINT to High Altitude Endurance Unmanned Vehicle. The primary modification budgeted in FY10 is in support of the Ground Stations, and the Global Hawk Aircraft. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	470001	GH Aircraft Mods	101.8	132.5	118.6			89.5	46.6	59.2	57.6		630.5
	470003	GH Ground Station Mods	1.8	2.4	0.8			11.1	10.0	5.1	7.9		46.1
TOTAL FOR CLASS P			103.7	134.9	119.4	0.0	119.4	100.6	56.6	64.3	65.6	0.0	676.6
TOTAL FOR WEAPON SYSTEM HAEUAV			103.7	134.9	119.4	0.0	119.4	100.6	56.6	64.3	65.6	0.0	676.6

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

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Description/Justification

The Global Hawk System provides high altitude, deep look, long endurance intelligence, surveillance, and reconnaissance (ISR) capability that complements space and other airborne collectors during peacetime, crisis, and war-fighting scenarios.

This funding procures the highly capable Global Hawk System, which is comprised of aircraft, payloads, ground segment, and support segment. The aircraft is an autonomous, high altitude, long-endurance, unmanned aircraft system (UAS). The RQ-4A is an imagery-intelligence (IMINT) UAS designed to employ 2000 pounds of payload. The RQ-4A has one configuration known as the Block 10. The Block 10 employs an IMINT system comprised of a synthetic aperture radar (SAR) sensor and an electro-optical (EO) / infrared (IR) sensor. These three sensors are called the integrated sensor suite (ISS). The RQ-4B UAS is designed to employ 3000 pounds of payload and enable multi-intelligence (multi-INT) collecting. The RQ-4B has three configurations: Block 20, Block 30, and Block 40. The Block 20 will employ upgraded SAR and EO/IR sensors known as the Enhanced Integrated Senson Suite (EISS) in an IMINT only configuration. The Block 30 will employ the same EISS sensors as the Block 20 and will also integrate a wide spectrum signals intelligence (SIGINT) sensor called the Advanced Signals Intelligence Program (ASIP) sensor used simultaneously to create a multi-INT platform. The Block 40 will only integrate the Multi-platform Radar Technology Insertion Program (MP-RTIP) radar sensor. The user will ultimately determine the optimal mix of quantities and payloads for each aircraft configuration based on operational requirements. The ground station (GS) includes the mission control element (MCE) and the launch and recovery element (LRE). The support segment includes aerospace ground equipment, tech orders, spares, support equipment, and training to enable operation of the Global Hawk System.

The Global Hawk program went through a Title 10, Section 2433 review in 2006, due to a unit cost breach (informally known as Nunn-McCurdy breach). The Department certified the program to Congress on June 5th, 2006. As a result of the review, the Department directed a program restructure to slow development, cap the low rate initial production (LRIP) at 5 per year, and reduce risk. LRIP will remain at 5 per year until successful completion of the initial operational test and evaluation (IOT&E).

The Global Hawk System will be continually modified to maintain pace with the evolving threat and the increasing capabilities included in modernization efforts. These planned modifications include aircraft, ground station and support retrofits to incorporate new capabilities or meet mandated equipment standards.

A miscellaneous entry has been added to anticipate urgent operational low cost mods that occur in the execution year and are necessary for continued operational support of Combatant Commanders.

Footnote: Not all equipment purchases install in the same year. Some aircraft modification components have 30 month lead times between long-lead purchases and installation. Due to procurement of previously installed kits in aircraft, A/B kit quantities don't match installations.

Aircraft Breakdown: Active 64, Reserve 0, ANG 0, Total 64

Development Status

Block 10 is fielded and production is complete. Blocks 20-40 are in development. Block 20 first production lot was awarded in 2004, and entered development test in FY2007. Block 30 contract was awarded in FY05 and Block 40 was awarded in FY06. Ongoing modifications support emerging requirements and reliability/maintainability issues.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	5		0	0.000	10	0.768	10	0.699	27	4.478	30	5.502
KITS NONRECUR												
EQUIPMENT	5	24.728	[4]	101.838	[13]	129.476	[14]	109.932	[35]	68.197	[23]	23.796
EQUIP NONREC												

Fact Sheet: HAEUAV MN-470001 GH Aircraft Mods (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP			[0]	0.000	[0]	0.000	[2]	0.130	[2]	0.133	[0]	0.000
MISC			[0]	0.000	[0]	1.500	[0]	1.500	[0]	1.500	[0]	1.500
INSTALLATION OF HARDWARE												
FY-07 5 KITS	5											
FY-10 10 KITS					[10]	0.763						
FY-11 10 KITS							[10]	6.324				
FY-12 27 KITS									[27]	15.212		
FY-13 30 KITS											[30]	15.767
FY-14 37 KITS												
FY-15 66 KITS												
TOTAL INSTALL	5				10	0.763	10	6.324	27	15.212	30	15.767
TOTAL COST (BP-1100) (Totals may not add due to rounding)	5	24.728		101.838	10	132.507	10	118.585	27	89.520	30	46.565
INSTALLATION QTY	5				10		10		27		30	

Fact Sheet: HAEUAV MN-470001 GH Aircraft Mods (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	37	8.912	66	6.857			185	27.216
KITS NONRECUR								
EQUIPMENT	[51]	33.649	[55]	21.000			[200]	512.616
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP	[0]	0.000	[0]	0.000			[4]	0.263
MISC	[0]	1.500	[0]	1.500				9.000
INSTALLATION OF HARDWARE								
FY-07 5 KITS							[5]	
FY-10 10 KITS							[10]	0.763
FY-11 10 KITS							[10]	6.324
FY-12 27 KITS							[27]	15.212
FY-13 30 KITS							[30]	15.767
FY-14 37 KITS	[37]	15.116					[37]	15.116
FY-15 66 KITS			[66]	28.268			[66]	28.268
TOTAL INSTALL	37	15.116	66	28.268			185	81.450
TOTAL COST (BP-1100) (Totals may not add due to rounding)	37	59.177	66	57.625			185	630.545
INSTALLATION QTY	37		66				185	

Method of Implementation: COMBINATION

Initial Lead Time: 30 Months Follow-On Lead Time: 11 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)			03/08	06/10	01/11
Delivery Date (Month/CY)			09/10	05/11	12/11

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								5									2	4	4		3	3	3	1	8	8	8	3	9	9	9	3
Output								5										2	4	4	3	3	3	1	8	8	8	3	9	9	9	3

	FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4
Input	10	9	9	9	20	20	20	6
Output	10	9	9	9	20	20	20	6

Description/Justification

The Global Hawk System provides high altitude, deep look, long endurance intelligence, surveillance, and reconnaissance (ISR) capability that complements space and other airborne collectors during peacetime, crisis, and war-fighting scenarios.

This funding is procuring the highly capable Global Hawk System, which is comprised of aircraft, payloads, ground segment, and support segment. The aircraft is an autonomous, high altitude, long-endurance, unmanned aircraft system (UAS). The RQ-4A is an imagery-intelligence (IMINT) UAS designed to employ 2000 pounds of payload. The RQ-4A has one configuration known as the Block 10. The Block 10 employs an IMINT system comprised of a synthetic aperture radar (SAR) sensor and an electro-optical (EO) / infrared (IR) sensor. These three sensors are called the integrated sensor suite (ISS). The RQ-4B UAS is designed to employ 3000 pounds of payload and enable multi-intelligence (multi-INT) collecting. The RQ-4B has three configurations: Block 20, Block 30, and Block 40. The Block 20 will employ upgraded SAR and EO/IR sensors known as the Enhanced Integrated Senson Suite (EISS) in an IMINT only configuration. The Block 30 will employ the same EISS sensors as the Block 20 and will also integrate a wide spectrum signals intelligence (SIGINT) sensor called the Advanced Signals Intelligence Program (ASIP) sensor used simultaneously to create a multi-INT platform. The Block 40 will only integrate the Multi-platform Radar Technology Insertion Program (MP-RTIP) radar sensor. The user will ultimately determine the optimal mix of quantities and payloads for each aircraft configuration based on operational requirements. The ground station (GS) includes the mission control element (MCE) and the launch and recovery element (LRE). The support segment includes aerospace ground equipment, tech orders, spares, support equipment, and training to enable operation of the Global Hawk System.

The Global Hawk program went through a Title 10, Section 2433 review in 2006, due to a unit cost breach (informally known as Nunn-McCurdy breach). The Department certified the program to Congress on June 5th, 2006. As a result of the review, the Department directed a program restructure to slow development, cap the low rate initial production (LRIP) at 5 per year, and reduce risk. LRIP will remain at 5 per year until successful completion of the initial operational test and evaluation (IOT&E).

The Global Hawk System will be continually modified to maintain pace with the evolving threat and the increasing capabilities included in modernization efforts. These planned modifications include aircraft, ground station and support retrofits to incorporate new capabilities or meet mandated equipment standards.

A miscellaneous entry has been added to anticipate urgent operational low cost mods that occur in the execution year and are necessaryfor continued operational support of Combatant commanders.

Footnote: Not all equipment purchases install in the same year. Some ground station equipment modifications have long-lead purchases as much as 25 months in advance of the actual install.

Aircraft Breakdown: Active 10, Reserve , ANG , Total 10

Development Status

Future ground station development blocks support the aircraft Block 20/30/40 development and fielding schedules. Ongoing modifications support emerging requirements and reliability/maintainability issues.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	0.823	10	0.841	4	0.067	14	2.467	8	2.035
KITS NONRECUR												
EQUIPMENT	1	6.945	[0]	0.000	[10]	1.016	[4]	0.263	[12]	4.306	[10]	4.254
EQUIP NONREC												
CHANGE ORDERS												

Fact Sheet: HAEUAV MN-470003 GH Ground Station Mods (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
DATA												
SIM/TRAINER												
SUPPORT-EQUIP			[0]	0.000	[0]	0.000	[0]	0.000	[0]	0.000	[0]	0.000
MISC			[0]	0.000	[10]	0.100	[0]	0.300	[0]	0.500	[0]	0.500
INSTALLATION OF HARDWARE												
FY-09 1 KITS			[1]	0.996								
FY-10 10 KITS					[10]	0.400						
FY-11 4 KITS							[4]	0.200				
FY-12 14 KITS									[14]	3.795		
FY-13 8 KITS											[8]	3.259
FY-14 23 KITS												
FY-15 7 KITS												
TOTAL INSTALL			1	0.996	10	0.400	4	0.200	14	3.795	8	3.259
TOTAL COST (BP-1100) (Totals may not add due to rounding)		6.945	1	1.819	10	2.357	4	0.830	14	11.068	8	10.048
INSTALLATION QTY			1		10		4		14		8	

Fact Sheet: HAEUAV MN-470003 GH Ground Station Mods (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	23	0.405	7	0.414			67	7.052
KITS NONRECUR								
EQUIPMENT	[6]	3.583	[7]	4.590			[50]	24.957
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MISC	[0]	0.500	[0]	0.500			[10]	2.400
INSTALLATION OF HARDWARE								
FY-09 1 KITS							[1]	0.996
FY-10 10 KITS							[10]	0.400
FY-11 4 KITS							[4]	0.200
FY-12 14 KITS							[14]	3.795
FY-13 8 KITS							[8]	3.259
FY-14 23 KITS	[23]	0.592					[23]	0.592
FY-15 7 KITS			[7]	2.422			[7]	2.422
TOTAL INSTALL	23	0.592	7	2.422			67	11.664
TOTAL COST (BP-1100) (Totals may not add due to rounding)	23	5.080	7	7.926			67	46.073
INSTALLATION QTY	23		7				67	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 25 Months Follow-On Lead Time: 5 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10
Contract Date (Month/CY)		12/06		12/08	01/10
Delivery Date (Month/CY)		01/09		05/09	06/10

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																1		4	4	2	1	1	2		4	4	4	2	2	2	2	2
Output																1		4	4	2	1	1	2		4	4	4	2	2	2	2	2

	FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4
Input	6	6	6	5	2	2	2	1
Output	6	6	6	5	2	2	2	1

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: HC/MC-130 Recap				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$0.000	$1.964	$1.944	$0.000	$1.944	$1.935	$1.930	$1.924	$1.921

FY2010 funding totals include $5.66M appropriated for Overseas Contingency Operations.

HC/MC-130 Recapitalization will replace and augment the aging USAF fleets of combat rescue HC-130P/N and special operations MC-130E/P aircraft which are experiencing airworthiness, maintainability and operational limitations. The HC/MC-130 Recap Capabilities Development Document (CDD) defines a common baseline configuration for the weapon system. The primary modifications budgeted in FY10 are low cost modifications to improve the reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the HC/MC-130J aircraft and associated training systems.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	99999X	LOW COST MODIFICATIO	0.0	2.0	1.9			1.9	1.9	1.9	1.9		11.6
TOTAL FOR CLASS P			0.0	2.0	1.9	0.0	1.9	1.9	1.9	1.9	1.9	0.0	11.6
TOTAL FOR WEAPON SYSTEM HC/MC-130 Recap			0.0	2.0	1.9	0.0	1.9	1.9	1.9	1.9	1.9	0.0	11.6

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

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Description/Justification

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the HC/MC-130J aircraft and associated training systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

NA

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN				0.000		1.964		1.944		1.935		1.930
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						1.964		1.944		1.935		1.930
INSTALLATION QTY												

Fact Sheet: HC/MC-130 Recap MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SERVICE BLTN		1.924		1.921				11.618
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.924		1.921				11.618
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-15				FY-16				FY-17				FY-18				FY-19				FY-20				FY-21			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: OTHER				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$95.929	$192.944	$159.423	$61.600	$221.023	$447.335	$486.032	$332.965	$312.141

FY 2011 funding totals include $61.6M requested for Overseas Contingency Operations.

This line item funds multiple modifications that apply to weapon systems funded at less than $2 million per year as well as weapon systems with much greater budgets. The overall goal of the modifications budgeted in FY10 are to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY10 is EHF SATCOM. Other modifications budgeted and programmed are listed shown below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	_3472	C2ISR TDL						1.0	0.9	0.9	1.7		4.5
	_9783	Link-16 Support and Sustain	0.0										6.6
	1000	COMBAT AIR FORCES RE	0.6										5.0
	4501	EHF SATCOM		72.6	140.5			266.9	226.3	105.8	58.3		874.8
	8668	Advanced Targeting Pod Mo	41.2	94.1	1.1	61.6	62.7	0.9	0.9	0.9	0.9		213.1
	8669	Full Combat Mission Trainin	0.0	0.0	0.4			1.1	1.6	1.8	1.9		60.5
	8670	MAF Training		7.5	5.7								13.3
	8730	ROLL-ON BEYOND LINE-O	5.4										20.9
	9860	JOINT TACTICAL RADIO S	61.7	12.8	11.6			177.3	256.2	223.4	249.3		1,018.3
	99999J	MISCELLANEOUS LOW C	0.2	2.0	0.1			0.1	0.1	0.1	0.1		4.1
	MFOQA	Military Flight Operations Qu	10.7	3.9									21.0
	Z88888	ADJUSTMENTS	-31.1	0.0									
TOTAL FOR CLASS P			88.7	192.9	159.4	61.6	221.0	447.3	486.0	333.0	312.1	0.0	2242.2
	2002	ANG RC-26	7.2										7.2

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: OTHER				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$95.929	$192.944	$159.423	$61.600	$221.023	$447.335	$486.032	$332.965	$312.141

FY 2011 funding totals include $61.6M requested for Overseas Contingency Operations.

This line item funds multiple modifications that apply to weapon systems funded at less than $2 million per year as well as weapon systems with much greater budgets. The overall goal of the modifications budgeted in FY10 are to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY10 is EHF SATCOM. Other modifications budgeted and programmed are listed shown below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
TOTAL FOR CLASS			7.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2
TOTAL FOR WEAPON SYSTEM OTHER			95.9	192.9	159.4	61.6	221.0	447.3	486.0	333.0	312.1	0.0	2249.4

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

Description/Justification

Tactical Data Links (TDLs) are used in a combat environment to exchange information such as messages, data, radar tracks, target information, platform status, imagery, and command assignments. TDLs provide interoperability, local and global connectivity, and situational awareness to the user when operating under rapidly changing operational conditions. TDLs are used by all Service theater Command and Control (C2) elements, weapons platforms, and sensors. TDLs include, but are not limited to: Link 16, Link 11, Situational Awareness Data Link (SADL), Variable Message Format (VMF), Integrated Broadcast Service (IBS), Intra-Flight Data Link (IFDL), Multifunction Advanced Data Link (MADL), Tactical Targeting Network Technology (TTNT), Flexible Access Secure Transfer (FAST), Advanced Tactical Data Link (ATDL), and Radar Common Data Link (R-CDL).

Roll-On Beyond Line-of-Sight Enhancement (ROBE) (FY05-07): ROBE is a family of scalable, multi-function, Automated Relay Terminals (SMART) with the primary objective of connecting battle directors in the Air and Space Operations Center (AOC) to the multi-tactical, data link network participants in theater or en route. In addition, tactical information is forwarded via ROBE to provide KC-135 crews with a battlespace situational awareness picture. In FY07, ROBE Spiral 1-equipped KC-135s were upgraded to Spiral 2 functionality, adding capabilities such as SADL, remote control, user interface improvements. Two (2) ROBE Spiral 2 Group A and one (1) ROBE Spiral 2 Group B kit were purchased with RDT&E funds in FY06. The remaining 19 Spiral 2 Group B kit and 38 Spiral 2 Group A-kit upgrades were procured in FY06 and installed in FY07. Three (3) existing ROBE Spiral 1 ground-based Group A kits, used for initial fielding and training, were also upgraded to Spiral 2 capability in FY07 and an additional four (4) Ground-based A kits were also procured.

Objective Gateway (OG) terminated in FY10.

Aircraft Breakdown: Active 19, Reserve 0, ANG 0, Total 19

Development Status

All ROBE KC-135 development is complete. Using FY02 DERF, 40 KC-135s were modified with ROBE Spiral 1 Group A hardware and 20 ROBE Spiral 1 Group B kits were procured. ROBE Spiral 2 development started in FY05 and completed in FY06.

The RDT&E funding below reflects ROBE and Family of Gateways development funding in PE 0207434F, Projects 655050 and 655262.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		276.382		92.920								
PROCUREMENT (3010)												
INSTALL KITS	45	3.611										
KITS NONRECUR												
EQUIPMENT	19	2.227										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OTHER		0.001		0.008								

Fact Sheet: OTHER MN-_9783 Link-16 Support and Sustainment (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-05 13 KITS	13											
FY-06 6 KITS	6	0.735										
TOTAL INSTALL	19	0.735										
TOTAL COST (BP-1100) (Totals may not add due to rounding)	19	6.574		0.008								
INSTALLATION QTY	19											

Fact Sheet: OTHER MN-_9783 Link-16 Support and Sustainment (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								369.302
PROCUREMENT (3010)								
INSTALL KITS							[45]	3.611
KITS NONRECUR								
EQUIPMENT							19	2.227
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OTHER								0.009
INSTALLATION OF HARDWARE								
FY-05 13 KITS							[13]	
FY-06 6 KITS							[6]	0.735
TOTAL INSTALL							19	0.735
TOTAL COST (BP-1100)							19	6.582
(Totals may not add due to rounding)								
INSTALLATION QTY							19	

Method of Implementation: COMBINATION

Initial Lead Time: 3 Months Follow-On Lead Time: 3 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)		10/06	10/06	01/07		01/09
Delivery Date (Month/CY)		01/07	01/07	04/07		04/09

Installation Schedule

	FY-04				FY-05				FY-06				FY-07			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														13	3	3
Output														13	3	3

Description/Justification

Rescue Mission Training: Funds provide for operations and support costs to include manpower, military and civilian pay, and all O&M costs

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER		4.410		0.629								
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		4.410		0.629								
(Totals may not add due to rounding)												

Fact Sheet: OTHER MN-1000 COMBAT AIR FORCES RESCUE MSN TRNG (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								5.039
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								5.039
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

The RC-26 aircraft are operated by the Air National Guard in eleven border states. It provides counterdrug surveillance and disaster support in CONUS for situations usch as flooding and wildfires (Block 20). It also provides deployed special operations reconnaissance for USSOCOM in the Global War on Terror (Block25). Funds are used for modernization of the fleet, plus upgrades of the aircraft and equipment.

This funding is for modernization of Block 20 aircraft, and conversion to Block 25 aircraft, plus support equipment, handheld units, and ground stations for video downlink capability.

Aircraft Breakdown: Active 0, Reserve 0, ANG 11, Total 11

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR			[11]	4.467								
EQUIPMENT				2.453								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				0.267								
TOTAL COST (BP-1100)				7.187								
(Totals may not add due to rounding)												

Fact Sheet: OTHER MN-2002 ANG RC-26 (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR							[11]	4.467
EQUIPMENT								2.453
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.267
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								7.187

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

This program has associated Research Development Test and Evaluation funding in PE 33601F.

The Family of Advanced Beyond Line-of-Sight Terminals (FAB-T) Increment 1 program will provide Extremely High Frequency (EHF) voice and data military satellite communications (MILSATCOM) for nuclear and conventional forces as well as airborne and ground command posts with connectivity to MILSTAR and Advanced EHF satellites.

This funding line modifies aircraft to maintain Single Integrated Operations Plan connectivity, procuring new equipment for B-2, B-52, RC-135, E-4, and E-6 aircraft currently lacking EHF connectivity. Funding for production of terminals began in FY10 following the production decision. Installation of FAB-T equipment is supported in each aircraft Modification Title and Number (MN) so that costs and install kit quantities are not included below. Equipment unit costs vary by platform due to variations in content.

Aircraft Breakdown: Active 132, Reserve 0, ANG 0, Total 132

Development Status

Increment 1 risk reduction was completed in FY01; development began with contract award in FY02. Concurrent development and procurement is necessary to resolve any software problems, perform aircraft integration and installation tests, conduct satellite testing and integration, and field upgrades through an incremental development acquisition strategy.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1186.869		277.501		257.693		151.553		74.942		19.063
PROCUREMENT (3010)												
INSTALL KITS										0.911		0.942
KITS NONRECUR												
EQUIPMENT					5	58.771	16	129.257	34	207.384	34	154.367
EQUIP NONREC		4.357						7.237		43.698		56.752
CHANGE ORDERS						2.292		2.313		7.478		7.732
DATA						10.004				3.461		0.917
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES												
OGC						1.572		1.681		4.000		5.611
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		4.357			5	72.639	16	140.488	34	266.932	34	226.321

Fact Sheet: OTHER MN-4501 EHF SATCOM (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		20.237		25.501				2013.359
PROCUREMENT (3010)								
INSTALL KITS		0.974		0.201				3.028
KITS NONRECUR								
EQUIPMENT	26	78.505	17	35.211			132	663.495
EQUIP NONREC		11.370		11.758				135.172
CHANGE ORDERS		7.995		4.134				31.944
DATA		1.286		1.586				17.254
SIM/TRAINER								
SUPPORT-EQUIP								
SPARES		0.000		0.000				
OGC		5.660		5.374				23.898
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	26	105.790	17	58.264			132	874.791

Method of Implementation:

Initial Lead Time: 18 Months Follow-On Lead Time: 18 Months

Milestones

	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)											03/10	11/10	10/09	11/13
Delivery Date (Month/CY)											09/11	05/12	04/11	05/15

Description/Justification

Technological advances and new Combat Air Forces requirements drive Advanced Targeting Pods (ATP) product improvements. ATP improvements or upgrades are typically accomplished as retrofits to pods. This funding supports the insertion of improved technology into the pod to enhance combat identification, improve accuracy, and reduce fratricide; including improved interoperability with coalition ground forces through fielding and upgrades of the video data link system. Upgrades of older ATPs to the most current configurations are also supported by this funding. Low Altitude Infrared Targeting and Navigation (LITENING) and Sniper are ATPs currently in use by the active duty, Air National Guard and Air Force Reserve Command. Follow-on acquisition activities are ongoing for the next increment in ATP capability known as the Advanced Targeting Pod - Sensor Enhancement (ATP-SE), with expected award in FY10.

A detailed schedule is not available since this effort primarily supports COCOM contingency operations. Scheduled installs and funding levels are adjusted depending on year of execution contingency operation requirements.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

None; No RDT&E required.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS				0.000		0.000						
KITS NONRECUR												
EQUIPMENT	27	11.671		41.161		94.059		1.062		0.898		0.912
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
FY11 OCO Request								61.600				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		11.671		41.161		94.059		62.662		0.898		0.912
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: OTHER MN-8668 Advanced Targeting Pod Modifications (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		0.884		0.900			[27]	151.547
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
FY11 OCO Request								61.600
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.884		0.900				213.147
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months Follow-On Lead Time: 9 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09
Contract Date (Month/CY)		03/05	03/05	03/06		03/09
Delivery Date (Month/CY)		03/06	12/05	12/06		12/09

Installation Schedule

	FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-12				FY-13				FY-14				FY-15				FY-16				FY-17				FY-18			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

Other, MN 8669: Full Combat Mission Training (FCMT) is funded in PE 27701F. FY11 funding supports modification of F-16 trainers. All modifications are for aircraft simulators. FCMT provides funds to modify aircrew trainers for the Combat Air Forces (CAF) and supports CAF participation in Air Force Distributed Mission Operations (DMO). DMO is an operational readiness initiative enabling the USAF to exercise and train at the operational and strategic levels of war while facilitating unit level training. Networked Live-Virtual-Constructive components form the integrated DMO battlespace by linking geographically distributed high fidelity combat and combat support training devices including C2 and ISR systems. This program has associated Research Development Test and Evaluation funding in PE 27701F. This is a FY11 new start to support modification of F-16 flight trainers. Previous efforts supported a variety of weapon system trainers.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Funds support the modification of high fidelity weapon system trainers to permit their integration into the Distributed Mission Operations network. Includes but is not limited to modifications of visuals, image generators, host computers and software.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		41.800		0.000		0.000						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SIM/TRAINER - PE27701F FCMT	25	53.760	[0]	0.000	[0]	0.000	[1]	0.434	[2]	1.100	[3]	1.569
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		53.760						0.434		1.100		1.569
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: OTHER MN-8669 Full Combat Mission Training (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								41.800
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SIM/TRAINER - PE27701F FCMT	[3]	1.822	[4]	1.856			[38]	60.541
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.822		1.856				60.541
INSTALLATION QTY								

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 8 Months Follow-On Lead Time: 6 Months

Milestones

	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)		01/07	01/08			01/11	01/12	01/13	01/14	01/15
Delivery Date (Month/CY)		09/07	07/08			07/11	07/12	07/13	07/14	07/15

Installation Schedule

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-14				FY-15				FY-16				FY-17				FY-18				FY-19				FY-20			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																												

Description/Justification

MAF TRAINING funded in PE 41897F supports the modification and enhancement of high fidelity Mobility Air Forces (MAF) aircrew training and support systems to ensure full employment of DMO capabilities to meet combat readiness training needs. Use of enhanced, DMO capable trainers provides a cost effective means of conducting daily training, mission rehearsal, joint force exercise, and tactics development activity. Aircraft that would otherwise be used for training will be available to warfighting commanders to conduct combat operations.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

FY11 funding supports the expansion of network control infrastructure and support for centralized management of coordinated MAF DMO capabilities and interoperability within the MAF and with Combat Air Forces (CAF), joint and coalition partners. There is no development effort associated with the PE41897F TRAINING Modifications.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[2]		[4]	7.549	[24]	5.737				
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						7.549		5.737				
(Totals may not add due to rounding)												

Fact Sheet: OTHER MN-8670 MAF Training (Continued)
(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[30]	13.286
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								13.286
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 8 Months Follow-On Lead Time: 8 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11
Contract Date (Month/CY)			09/09	11/09	11/10
Delivery Date (Month/CY)			05/10	07/10	07/11

Description/Justification

Tactical Data Links (TDL) are used in a combat environment to exchange information such as messages, data, radar tracks, target information, platform status, imagery, and command assignments. TDLs provide interoperability, local and global connectivity, and situational awareness to the user when operating under rapidly changing operational conditions. TDLs are used by all Service Theater Command and Control (C2) elements, weapons platforms, and sensors. TDLs include, but are not limited to Link-16, Link-11, Situational Awareness Data Link (SADL), and Variable Message Format (VMF), Integrated Broadcast Service (IBS), and Tactical Targeting Network Technology (TTNT).

Roll-on Beyond Line-of-Sight Enhancement (ROBE): ROBE is in a family of scalable, multi-function, Automated Relay Terminals (SMART) with the primary objective of connecting battle directors in the Air and Space Operations Center (AOC) to the multi-tactical, data-link-network participants in theater or en route. In addition, tactical information is forwarded via ROBE to provide the KC-135 equipped crews with situational awareness data. These efforts will add capabilities such as, but not limited to, the Intelligence ENTR Card.

The Mobility Air Forces (MAF) Data Link Integration (DLI) is a tactical data link enabling capability for aircraft in the MAF fleet. The capability is a common Group B equipment solution, loosely integrated within MAF aircraft to provide tactical data communications, processing, and display. The capability provides MAF air crews with situational awareness and threat information; and provides AMC C2 units with in-transit visibility and reach-forward to MAF aircraft worldwide. These efforts will add equipment capabilities such as, but not limited to: Link 16, satellite communications (SATCOM), and intelligence receive. Production includes, but is not limited to, the following aircraft: C-17, KC-135, C-130, KC-10, C-5 and other Air Mobility, Refueling, and SOF aircraft. AMC projected MAF-DLI lead platforms are C-17 and KC-135 therefore reducing Active Aircraft to 605 from 1148.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

ROBE Development: Development of the ROBE Spiral 2 capability started in early FY05 paid by Link 16 Sup & Sus 0207434F. ROBE Spiral 1 Kits were developed using Defense Emergency Relief Funds (DERF). All development activities to support ROBE Spiral 1 KC-135 integration are complete. 40 KC-135's were modified with Group A Spiral 1 hardware and 20 Group B Spiral 1 ROBE kits were purchased with DERF. Development is complete.

In FY10, MAF/DLI was terminated due to other Air Force priorities. Current effort focuses on AMF JTRS integration risk reduction on C130 AMP, using 3600 funds.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		11.085		7.923								
PROCUREMENT (3010)												
INSTALL KITS		14.394		5.392								
KITS NONRECUR												
EQUIPMENT	20	1.077										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		15.471		5.392								

Fact Sheet: OTHER MN-8730 ROLL-ON BEYOND LINE-OF-SIGHT ENHANCEMENT (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								19.008
PROCUREMENT (3010)								
INSTALL KITS								19.786
KITS NONRECUR								
EQUIPMENT							[20]	1.077
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								20.863

Method of Implementation:

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

Joint Tactical Radio System (JTRS) is the Department of Defense (DoD) family of common software-defined programmable radios that will form the foundation of radio frequency information transmission for Joint Vision 2020. JTRS radios are intended to interoperate with existing radio systems and provide the warfighter with additional communications capability to communicate via voice, data and video and obtain information directly from battlefield sensors. JTRS will provide mobile internet protocol (IP) based networking capability to the warfighter. The JTRS program is built around an open Software Communications Architecture (SCA), allowing common software waveform applications to be implemented across the family of radios to provide joint-service, allied and coalition interoperability.

The JTRS program was restructured in FY06 placing all development of all JTRS product lines under the JTRS JPEO. This restructure also separated the JTRS program into two increments. Increment 1 significantly reduces the number of waveforms and hardware produced leaving the remaining software and hardware for increment 2. Hence, the AF has had to modify procurement plans in accordance with these changes to meet warfighter requirements until JTRS products are available. The AF will procure airborne JTRS variants, current voice and data systems, and transformational systems required to ensure networking capability and that government mandates are met. Aircraft procurement funds are for radio systems B-Kits, related ancillaries (e.g., power amplifiers, filters, low noise amplifiers, etc.) and networking components. Terminal costs vary significantly depending on JTRS variant or transitional form factors.

Aircraft Breakdown: Active 3335, Reserve 0, ANG 0, Total 3335

Development Status

The JTRS budget justification will be found in the Navy FY 2011 President's Budget under Joint Tactical Radio System Program (PE 0604280N, BA 5) since the JTRS program is a joint program and the funding resides in the Navy's Budget.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		53.979		15.964		46.066		50.234		53.965		54.272
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	297	26.063	217	61.740	11	12.755	28	11.571	409	177.312	717	256.181
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

Fact Sheet: OTHER MN-9860 JOINT TACTICAL RADIO SYSTEM (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-06 190 KITS	190											
FY-08 107 KITS	107											
FY-09 217 KITS			[217]									
FY-10 11 KITS					[11]							
FY-11 28 KITS							[28]					
FY-12 409 KITS									[409]			
FY-13 717 KITS											[717]	
FY-14 741 KITS												
FY-15 915 KITS												
TOTAL INSTALL	297		217		11		28		409		717	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	297	26.063	217	61.740	11	12.755	28	11.571	409	177.312	717	256.181
INSTALLATION QTY	297		217		11		28		409		717	

Fact Sheet: OTHER MN-9860 JOINT TACTICAL RADIO SYSTEM (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		54.064		54.847				383.391
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	741	223.404	915	249.251			3335	1018.277
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-06 190 KITS							[190]	
FY-08 107 KITS							[107]	
FY-09 217 KITS							[217]	
FY-10 11 KITS							[11]	
FY-11 28 KITS							[28]	
FY-12 409 KITS							[409]	
FY-13 717 KITS							[717]	
FY-14 741 KITS	[741]						[741]	
FY-15 915 KITS			[915]				[915]	
TOTAL INSTALL	741		915				3,335	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	741	223.404	915	249.251			3,335	1018.277
INSTALLATION QTY	741		915				3,335	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)		02/06		02/07	02/08	02/09	02/10	02/11	02/12	02/13	02/14
Delivery Date (Month/CY)		02/07		02/08	02/09	02/10	02/11	02/12	02/13	02/14	02/15

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input						190				0				107				217				11				28				409		
Output							190				0				107				217				11				28				409	

	FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input		717				741				915		
Output			717				741				915	

Description/Justification

These are low cost (less than $2M) modifications for E-9 Combat Develeopments necessary for reliability, maintainability, and/or improved system performance, or reduce logistics costs.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		1.280		0.183		1.999		0.131		0.134		0.137
MISC												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		1.280		0.183		1.999		0.131		0.134		0.137

Fact Sheet: OTHER MN-99999J MISCELLANEOUS LOW COSTS MODS (OTHER) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.138		0.141				4.143
MISC								
TOTAL COST (BP-1100)		0.138		0.141				4.143
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

Following direction from the Military Flight Operations Quality Assurance (MFOQA) Program Implementation memo of 11 Oct 2005, the Air Force has initiated development of MFOQA processes for various aircraft across the mission spectrum.

MFOQA is the analysis and trending of aircraft system and flight performance data to proactively enhance combat readiness through improvements in operations, maintenance, training and safety functions. Analysis of recorded data identifies and quantifies both normal and hazardous flight environments and, where applicable, enables the monitoring of control measure effectiveness. Benefits are derived through a variety of analysis processes, including the operational trending of aggregate data and post-mission playback features for both aircrew flight operations training and maintenance diagnostics.

The MFOQA analysis process utilizes data generated onboard the aircraft; this data is collected through on-board recording systems and retrieved post flight. Several aircraft fleets require upgrades to their data collection capabilities; these upgrades range from simple software upgrades to a modification of the data recorder.

3010 BP11 funding allocated in FY08-10 will provide modifications to airlift, trainer, bomber and fighter aircraft to improve their data collection systems. These upgrades range from software updates to modifications of the data collection hardware. Contracts have not yet been issued for these upgrades, though the T-6 contract should be ready by Feb 2007, and the C-17 contract by Aug 2007. At that point timelines for procurement and installation of modification kits will be available.

At this time aircraft under consideration for these upgrades belong to Active Duty units.

Aircraft Breakdown = Aircraft retrofit with improved data collection capability (this is 408 T-6 and 180 C-17)

Aircraft Breakdown: Active 528, Reserve 0, ANG 0, Total 528

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		6.344		10.681		3.943						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		6.344		10.681		3.943						

Fact Sheet: OTHER MN-MFOQA Military Flight Operations Quality Assurance (Service-Wide Support) (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								20.968
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								20.968

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: PRDT				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$199.328	$188.889	$208.213	$0.000	$208.213	$123.004	$99.690	$75.050	$44.791

FY2009 funding totals do not include $49.5M requested for Overseas Contingency Operations.
FY2010 funding totals do not include $65M requested for Overseas Contingency Operations

Predator is an autonomous, long-dwell, unmanned reconnaissance system capable of operating over the horizon while providing real-time intelligence information to the Joint Task Force Commander. The air vehicle carries electro-optical (EO), Infra-Red (IR), and synthetic aperture radar (SAR) sensors, and is capable of transmitting near real time full motion video to the task force commander and throughout the operational theater. The primary modification budgeted for FY10 is the Predator A/B Mod.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	4441	MQ-1 Ground Control Statio	106.6	63.1	101.9			5.9	3.8	2.5			283.8
	PRDT02	PREDATOR A/B MODIFICA	92.7	125.7	106.3			117.1	95.9	72.6	44.8		703.7
TOTAL FOR CLASS P			199.3	188.9	208.2	0.0	208.2	123.0	99.7	75.0	44.8	0.0	987.5
TOTAL FOR WEAPON SYSTEM PRDT			199.3	188.9	208.2	0.0	208.2	123.0	99.7	75.0	44.8	0.0	987.5

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

Description/Justification

The MQ-1 Ground Control Station (GCS) functions as the aircraft cockpit and controls the aircraft either within line-of-sight (LOS) or beyond-line-of-sight (BLOS) via a combination of satellite relay and terrestrial communications. The GCS is either mobile to support forward operating locations or fixed at a facility to support Remote Split Operations (RSO). The GCS has the capability to perform mission planning; provide a means for manual and/or autonomous control; allow control of multiple aircraft and payload; allow personnel to launch, recover, and monitor aircraft, payloads and system communications status; secure data links to receive payload sensor data and command links; monitor threats to the aircraft; display common operational picture; and provide support functions. Additionally, a Mobile GCS (MGCS) and a Dual Control Mobile GCS (DCMGCS) allows for servicing, system checks, maintaining, launching and recovering aircraft under LOS control for hand-off to a mobile or fixed GCS. The GCS will continue to evolve and upgrade capabilities to maintain compatibility with aircraft capabilities and the missions they perform.

Planned modifications to the GCS include reliability and maintainability improvements, improved displays and LINUX, high definition (HD)/Target Location Accuracy (TLA) capabilities, Predator Primary Data Link (PPDL) compatibility and video dissemination (H.264).

Program will utilize a buy-to-budget strategy for GCS modifications.

Aircraft Breakdown: Active 88, Reserve 0, ANG 0, Total 88

Development Status

Ground Control Stations are fielded and operational.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			45	59.100	64	31.000	51	75.070				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				10.500		12.000		13.500				
RETROFIT KITS				36.980		20.140						
INSTALL							[99]	12.300	[22]	2.780		

Fact Sheet: PRDT MN-4441 MQ-1 Ground Control Station (GCS) Mods (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-09 45 KITS							[15]	1.000	[30]	2.145		
FY-10 64 KITS									[16]	1.000	[48]	2.970
FY-11 51 KITS											[13]	0.820
TOTAL INSTALL							15	1.000	46	3.145	61	3.790
TOTAL COST (BP-1100) (Totals may not add due to rounding)			45	106.580	64	63.140	51	101.870		5.925		3.790
INSTALLATION QTY							15		46		61	

Fact Sheet: PRDT MN-4441 MQ-1 Ground Control Station (GCS) Mods (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							160	165.170
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								36.000
RETROFIT KITS								57.120
INSTALL							[121]	15.080
INSTALLATION OF HARDWARE								
FY-09 45 KITS							[45]	3.145
FY-10 64 KITS							[64]	3.970
FY-11 51 KITS	[38]	2.475					[51]	3.295
TOTAL INSTALL	38	2.475					160	10.410
TOTAL COST (BP-1100) (Totals may not add due to rounding)		2.475					160	283.780
INSTALLATION QTY	38						160	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 19 Months Follow-On Lead Time: 18 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)		01/10	08/10	08/11	08/12
Delivery Date (Month/CY)		08/11	02/12	02/13	02/14

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																15	10	10	10	16	16	16	16	13	13	13	12	
Output																15	10	10	10	16	16	16	16	13	13	13	12	

Description/Justification

FY 2009 funding totals include $10.1M included as part of the 2009 Omnibus reprogramming action (IR 09-26).
FY2009 funding totals include a decrease of $8.4M rescinded in the FY2010 Appropriations Bill.
FY 2009 funding totals include $49.5M appropriated for Overseas Contingency Operations.
FY 2010 funding totals include $65.0M appropriated for Overseas Contingency Operations.

The basic MQ-1 system consists of the aircraft, a control station, communications equipment, support equipment, Readiness Spares Packages (RSP), technical data/training, and personnel required to operate, maintain, and sustain the system. The system is designed to be modular and open-ended: mission-specific equipment is employed in a 'plug-and-play' mission kit concept allowing specific aircraft and control station configurations to be tailored to fit mission needs.

The MQ-1 Predator aircraft is designed to provide real-time Intelligence, Surveillance, Reconnaissance, and Target Acquisition (ISR TA), and perform attack roles to aggressively prosecute Time Sensitive Targets (TST). The aircraft carries a Multi-spectral Targeting System (MTS) (a sensor turret that incorporates electro-optical (EO), Infra-Red (IR), laser designator, and IR illuminator) capable of transmitting real-time motion imagery throughout the operational theater. Additionally the aircraft is multi-configurable to carry either a Synthetic Aperture Radar (SAR) or Hellfire laser-guided missiles. The MQ-1 aircraft will continue to evolve and upgrade its capabilities to satisfy new requirements and address Reliability and Maintainability (R&M) issues as they arise.

Concurrently, the MQ-1 Predator fleet and Ground Control Stations will be continually modified to maintain pace with the evolving threat. These modifications include GCS, aircraft, communication system, training devices/simulator, weapons/weapon systems, and support equipment retrofits to incorporate new/improved capabilities (sensor improvements, SAR, SIGINT, secure communications/data links, Tactical Common Data Link (TCDL), protected MILSATCOM terminals, multiple aircraft control, flight control/avionics, propulsion, situational awareness, mission planning, improved Target Location Accuracy, etc.).

Note: Retrofit includes aircraft (including sensors) and ground systems to baseline configurations. The plan is to retrofit MQ-1 aircraft and components including: Predator Primary Data Link (PPDL), Ground Control Stations (GCS), and sensors.

Equipment and install kit quantities and funding is related to PPDL aircraft retrofits only. Block 10 to 15 retrofit, EO/IR upgrades, VORTEX, ACES-HY, and ASIP-1C are included in the summary retrofit line. Ground Control Station PPDL retrofits are included in a separate P3a.

Active aircraft breakdown: Active aircraft includes MQ-1 aircraft assigned to the Air National Guard (ANG). ANG aircraft will receive the modifications active duty aircraft receive. Modification plan is not specific to tail number. ANG tail numbers will change over time.

Aircraft Breakdown: Active 168, Reserve 0, ANG 0, Total 168

Development Status

MQ-1 Predator A is fielded and in full-rate production. On-going modifications support emerging requirements and reliability and maintainability issues.

Note: Output date on Installation Schedule is for delivery of modified aircraft, including kit.

Projected Financial Plan

	PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13

Fact Sheet: PRDT MN-PRDT02 PREDATOR A/B MODIFICATIONS (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		36.924		38.605		35.160		28.913		12.864		7.273
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			31	5.636	36	6.645	36	6.760	17	3.249		
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OMNIBUS				10.100								
RETROFIT		48.487		77.012		119.104		99.409		113.120		95.178
INSTALLATION OF HARDWARE												
FY-09 31 KITS							[9]	0.174	[22]	0.434		
FY-10 36 KITS									[14]	0.276	[22]	0.441
FY-11 36 KITS											[14]	0.281
FY-12 17 KITS												
TOTAL INSTALL							9	0.174	36	0.710	36	0.722
TOTAL COST (BP-1100) (Totals may not add due to rounding)		48.487	31	92.748	36	125.749	36	106.343	17	117.079		95.900
INSTALLATION QTY							9		36		36	

Fact Sheet: PRDT MN-PRDT02 PREDATOR A/B MODIFICATIONS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		4.816		0.811				165.366
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							120	22.290
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OMNIBUS								10.100
RETROFIT		71.841		44.729				668.880
INSTALLATION OF HARDWARE								
FY-09 31 KITS							[31]	0.608
FY-10 36 KITS							[36]	0.717
FY-11 36 KITS	[22]	0.449					[36]	0.730
FY-12 17 KITS	[14]	0.285	[3]	0.062			[17]	0.347
TOTAL INSTALL	36	0.734	3	0.062			120	2.402
TOTAL COST (BP-1100) (Totals may not add due to rounding)		72.575		44.791			120	703.672
INSTALLATION QTY	36		3				120	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
Contract Date (Month/CY)			01/10	08/10	08/11	08/12	08/13
Delivery Date (Month/CY)			01/11	08/11	08/12	08/13	08/14

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																					9	9	9	9	9	9	9	9	9	9	9	9
Output																						9	9	9	9	9	9	9	9	9	9	9

	FY-15			
Quarter	1	2	3	4
Input	3			
Output	9	3		

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: MQ-9				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$82.420	$108.944	$224.305	$45.000	$269.305	$202.478	$378.034	$427.749	$580.748

FY 2009 funding totals include $87.642M of appropriated supplemental "Bridge" funding, and $195.858M of appropriated supplemental Overseas Contingency Operations funding.
FY 2009 funding totals include $5,200,000 included as part of the 2009 Omnibus reprogramming action (IR 09-26).

FY2010 funding totals include $27.6M appropriated for Overseas Contingency Operations.
FY2010 funding totals include $32.6M requested for Overseas Contingency Operations.

FY2011 funding totals include $45M requested for Overseas Contingency Operations.

The MQ-9 Reaper aircraft is designed primarily to prosecute critical emerging TSTs as a radar-based attack asset with organic hard-kill capability (hunter-killer) and also perform ISR TA as a secondary role. In the hunter-killer role, the aircraft will employ multi-spectral sensors to automatically find, fix, and track ground targets (Automatic Target Cueing (ATC)) and assess post-strike results.

The basic MQ-9 system consists of the aircraft, a control station, communications equipment, support equipment, Readiness Spares Packages (RSP), technical data/training, and personnel required to operate, maintain, and sustain the system. The system is designed to be modular and open-ended: mission-specific equipment is employed in a 'plug-and-play' mission kit concept allowing specific aircraft and control station configurations to be tailored to fit mission needs.

The MQ-9 aircraft will continue to be modified to ensure all aircraft are standard with the latest configuration. Additionally, the MQ-9 aircraft will continue to evolve and upgrade its capabilities to satisfy new requirements and address Reliability and Maintainability (R&M) and safety issues as they arise.

Retrofit also includes aircraft (including sensors) and ground system retrofits to baseline configurations. The plan is to retrofit all aircraft depending on funding profile and asset availability.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	4442	MQ-9 Ground Control Statio	40.0	7.0	50.9			91.4	92.1	14.2	3.8		299.3
	4443	DCGS mods for MQ-9 Flex		23.0									23.0
	4444	Wide Area Airborne Surveill						15.5	166.5	292.5	461.9		936.4
	8679	PRDTB2 MQ-9	42.4	59.4	58.0			95.6	119.5	121.0	115.1		628.0
	9136	AIRBORNE RECONN SYS		19.6	115.4	45.0	160.4						179.9

Totals may not add due to rounding. TOTAL PROG includes Prior Year and Cost To Go dollars.	P-1 SHOPP LIST ITEM NO. 77 / 78	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: MQ-9				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$82.420	$108.944	$224.305	$45.000	$269.305	$202.478	$378.034	$427.749	$580.748

FY 2009 funding totals include $87.642M of appropriated supplemental "Bridge" funding, and $195.858M of appropriated supplemental Overseas Contingency Operations funding.
FY 2009 funding totals include $5,200,000 included as part of the 2009 Omnibus reprogramming action (IR 09-26).
FY2010 funding totals include $27.6M appropriated for Overseas Contingency Operations

FY2011 funding totals include $45M requested for Overseas Contingency Operations.

The MQ-9 Reaper aircraft is designed primarily to prosecute critical emerging TSTs as a radar-based attack asset with organic hard-kill capability (hunter-killer) and also perform ISR TA as a secondary role. In the hunter-killer role, the aircraft will employ multi-spectral sensors to automatically find, fix, and track ground targets (Automatic Target Cueing (ATC)) and assess post-strike results.

The basic MQ-9 system consists of the aircraft, a control station, communications equipment, support equipment, Readiness Spares Packages (RSP), technical data/training, and personnel required to operate, maintain, and sustain the system. The system is designed to be modular and open-ended: mission-specific equipment is employed in a 'plug-and-play' mission kit concept allowing specific aircraft and control station configurations to be tailored to fit mission needs.

The MQ-9 aircraft will continue to be modified to ensure all aircraft are standard with the latest configuration. Additionally, the MQ-9 aircraft will continue to evolve and upgrade its capabilities to satisfy new requirements and address Reliability and Maintainability (R&M) and safety issues as they arise.

Retrofit also includes aircraft (including sensors) and ground system retrofits to baseline configurations. The plan is to retrofit all aircraft depending on funding profile and asset availability.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
TOTAL FOR CLASS P			82.4	108.9	224.3	45.0	269.3	202.5	378.0	427.7	580.7	0.0	2066.6
	Z88888	ADJUSTMENTS	0.0	0.0									
TOTAL FOR CLASS			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL FOR WEAPON SYSTEM MQ-9			82.4	108.9	224.3	45.0	269.3	202.5	378.0	427.7	580.7	0.0	2066.6

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

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Description/Justification

FY2009 funding total includes $20,000,000 appropriated for "Bridge" Supplemental Overseas Contingency Operations.
FY2009 funding total includes $20,000,000 appropriated for Overseas Contingency Operations.

The Predator/Reaper Ground Control Station (GCS) modernization retrofit program is a three-phased program designed to provide flight safety upgrades, modular open systems architecture, interoperable communications, and a greatly enhanced human-machine interface for the Predator/Reaper operators. Requirements and design are guided by the Change 2 Annex to the MQ-1 Capability Development Document, Cockpit Working Group and Cockpit Evaluation Team. The retrofit strategy was chosen as the best value option to provide competitive future system upgrades without recapitalizing the entire Predator/Reaper GCS fleet.

Phase I retrofits all fielded legacy GCS's with the LINUX Operating System, a foundation for subsequent phase developments. Phase 1 also replaces legacy monitors with new high-definitions touch screen monitors that improve Human-Machine Interface (HMI) and maintenance and provide interim high-definition capability to improve operator field-of-view and target location accuracy.

Phase II modernization retrofit program brings significant human system integration and mission-focused improvements into the Predator/Reaper control station. The program fields a new open systems software architecture with open government or commercial interface standards. This allows future capability upgrades through open competition, decreases upgrade time and cost, improves flight safety, and improved sustainment of the system.

Phase II also have several major human-machine interface improvements derived from the Air Force flight safety recommendations as evolving needs of the warfighter.

* Graphical Command and Status: one of the primary safety deficiencies of the legacy GCS is the operator's awareness of vehicle and sensor status. Currently, the operator utilizes a "VIT" screen to get information on vehicle status and health. This VIT is text based with multiple menus that are five layers deep. Many human factors studies and safety recommendations have documented the limitiations of this approach. Phase II replaces the VIT with a graphical command and status display. This display was designed using validated principles from the 711th Human Performance Wing, National Institute for Aviation Research, and active user feedback. A style guide was developed and matured through multiple iterations of the display design. One operator recently commented it was the "best style guide I've seen in my years in aviation."

* The Ergonomic Display Assembly and Console (EDAC): fixes the significant ergonomic deficiencies in the legacy GCS, to include monitor viewing angle, optimized reach to the touch screen interface, adjustable seat approved by the flight surgeon and adjustable control mechanisms. The workstation also includes a new Hands-on-Throttle-and-Stick, a key recommendation fromt the Air Force Safety board. This workstation upgrade allows the program to meet the 5% female to 95% male ratio requirement, increasing the qualified pool of candidates to operate the increasing number of Predator/Reaper Combat Air Patrols.

* Net-centric service-oriented interface to Global Information Grid (GIG): Currently, the interface external to the GCS is limited to a small subset of stove-piped sensor products. It is not trivial to modify the legacy GCS software to allow for a new capabilities, whether input or output. This is both a safety and mission critical deficiency. From a safety standpont, intake of external information can significantly increase the situational awareness of the operator. Examples of external data include Link 16, weather services, Blue Force Tracker, airspace managment, Common Operational Picture across the UAV spectrum, etc. This also affects mission execution-target information, weather, COP, Link 16, etc can all contribute to more effective and efficient execution. This upgrade also allows more efficient dissemination of sensor products, and more rapid integration of new sensors.

* Multi-Level Security: The legacy and future GCS operates across multiple security classifications from unclassified to Top Secret/SCI. However, data in the legacy GCS is separated at all times and coordinates from one screen have to be manually typed into another screen if at difference classification levels. Each of these examples require non-value added effort from the operator and takes attention away from flying the aircraft and executing the mission. The Multi-Level Security capability will allow data at all classification levels to flow through the system, fused on the same overlays, transferred between systems according to classification, and then exported out of the system at the original classification level of the date.

* Upgraded VolP Communication Suite: Another major deficiency in the legacy GCS is the multiple voice communication methods required by the pilot and sensor operator. Multiple hand-held phones/radios are required to communicate and depending on the level of classification, the operator may have to use both simultaneously. This is both a safety and mission impact. GCS Modernization Phase II will integrate a new integrated communication suite capable of interoperability with VolP, multiple classification levels using one headset. The capability has already been

Fact Sheet: MQ-9 MN-4442 MQ-9 Ground Control Station (GCS) Mods (Continued)

Description/Justification Continued

tested as a prototype.

* Improved networking and computing: The legacy GCS has limited computing throughput and only single network over which all data transmits. Both of these are limitations to flight safety, upgrade cost, schedule, and performance, and evolution of CONOPS such as distributed operations. Phase II will remedy both deficiencies.

Phase III will provide systems upgrades to meet evolving operator requirements through competitive procurement of software applications. Future software capabilities will build on the Phase 2 open systems software baseline and hardware infrastructure. One of the near term upgrades will be Multi-aircraft control

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

MQ-1/9 Ground Control Stations are fielded and operational.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		58.075		39.731		93.145		125.427		111.627		80.159
PROCUREMENT (3010)												
INSTALL KITS									[8]	0.861	[48]	5.263
KITS NONRECUR												
EQUIPMENT			[31]	34.450			[44]	48.395	[52]	47.547	[45]	51.844
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[5]	5.550					[14]	34.377	[11]	27.506
SUPPORT-EQUIP												
RETROFIT						7.000		2.489		8.569		7.463
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				40.000		7.000		50.884		91.354		92.076

Fact Sheet: MQ-9 MN-4442 MQ-9 Ground Control Station (GCS) Mods (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		52.896		27.352				588.412
PROCUREMENT (3010)								
INSTALL KITS	[52]	7.010	[23]	3.788			[131]	16.922
KITS NONRECUR								
EQUIPMENT							[172]	182.236
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[30]	67.433
SUPPORT-EQUIP								
RETROFIT		7.202						32.723
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		14.212		3.788				299.314

Method of Implementation:

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)					03/11	03/12	03/13	03/14	03/15
Delivery Date (Month/CY)					03/12	03/13	03/14	03/15	03/16

Description/Justification

MQ-9 FLEX High Definition Upgrades for DCGS

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

This funding ($23M) is required to update the global network of DCGS PED nodes to maintain concurreny with MQ-9 and MQ-1B sensor system upgrades. These upgrades will specifically include updating all processing hardware and software to support HD imaging using H.264 compression and advanced metadata in the DoD mandated Key Length Value (KLV) format. All advanced upgrades will be in complinace with the Motion Imagery Standards Profile, version 5.3, which also brings the USAF systems into complinace with NATO STANAG 4609 Edition 2. The DCGS nodes will continue to maintain backwards compatibility with legacy MPEG-2/KLV systems.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OTHER						23.000						
TOTAL COST (BP-1100)						23.000						
(Totals may not add due to rounding)												

Fact Sheet: MQ-9 MN-4443 DCGS mods for MQ-9 Flex HD upgrades (Continued)
(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OTHER								23.000
TOTAL COST (BP-1100)								23.000
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19	FY-20	FY-21	FY-22
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

FY 2009 funding totals include $12,700,000 appropriated for FY09 Overseas Contingency Operations.
FY 2009 funding totals include $5,200,000 included as part of the 2009 Omnibus reprogramming action (IR 09-26).
FY 2010 funding totals include $27,600,000 appropriated for FY10 Overseas Contingency Operations.
FY 2010 funding totals include $9,600,000 requested for FY10 Overseas Contingency Operations.

The FY09 OCO funding inlcudes $4.7M for Target Location Accuracy (TLA) and $8.0M for Predator Primary Data Link (PPDL) communication system mods.
The FY09 Omnibus funding includes $5.2M for Encrypted Data Link .
The FY10 OCO funding includes $12M for Encrypted Data Link mods and $15.6M for TAC RECCE Sensor mods.

The basic MQ-9 Reaper system consists of the aircraft, a control station, communications equipment, support equipment, Readiness Spares Packages (RSP), Initial Spares Packages (ISP), technical data/training, and personnel required to operate, maintain, and sustain the system. The system is designed to be modular and open-ended: mission-specific equipment is employed in a 'plug-and-play' mission kit concept allowing specific aircraft and control station configurations to be tailored to fit mission needs.

The MQ-9 Reaper aircraft is being designed primarily to prosecute critical emerging time-sensitive-targets (TST) as a radar-based attack asset with organic hard-kill capability (hunter-killer) while performing Intelligence, Surveillance, Reconnaissance and Target Acquisition. In the hunter-killer role, the aircraft will employ multi-spectral sensors to automatically find, fix, and track ground targets (Automatic Target Cueing (ATC)) and assess post-strike results. The MQ-9 aircraft will continue to be modified to ensure all aircraft are standard with the latest configuration. Subsequent investments will continue to evolve the MQ-9's capabilities to meet new requirements (which may include SIGINT, communications, and other sensor payload packages), and address Reliability and Maintainability (R&M) and safety issues.

Concurrently, MQ-9 Reaper fleet will be continually modified to maintain pace with evolving threats, requirements, and CONOPs. These modifications include aircraft, communication system, weapons/weapon systems, ground control station systems, and support equipment retrofits to incorporate new capabilities (e.g sensor improvements, SAR, SIGINT, WAAS, secure communications/data links, multiple aircraft control, flight control/avionics, situational awareness, mission planning, improved Target Location Accuracy, Autonomous Take-off and Land capability).

Note 1: Retrofit includes Block 5 field retrofits, EO/IR Upgrades, SIGINT sensor, Low Cost Mods, Other Government Costs.

Note 2: Kit quantity and installs include Block 5 depot retrofits and a limited number of MQ-9 FLEX High Definition upgrades.

Note 3: ANG aircraft will receive some modifications as active duty fleet. Modification plan is not tail number specific and ANG owned aircraft tail numbers changes over time.

Aircraft Breakdown: Active 38, Reserve 0, ANG 1, Total 39

Development Status

MQ-9 Reaper is in Low Rate Initial Production (LRIP). On-going modifications support emerging requirements and reliability and maintainability issues.

Note: Output date on Installation Schedule is for delivery of modified aircraft, including kit.

Projected Financial Plan

	PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13

Fact Sheet: MQ-9 MN-8679 PRDTB2 MQ-9 (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		58.075		39.731		93.145		125.427		111.627		80.159
PROCUREMENT (3010)												
INSTALL KITS			0	0.000	0	0.000					12	6.606
KITS NONRECUR												
EQUIPMENT			[0]	0.000	[0]	0.000			[12]	25.958	[12]	26.425
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
RETROFIT		16.939		42.420		59.394		58.038		69.666		86.427
INSTALLATION OF HARDWARE												
FY-13 12 KITS												
FY-14 12 KITS												
FY-15 18 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)		16.939		42.420		59.394		58.038		95.624	12	119.458
(Totals may not add due to rounding)												
INSTALLATION QTY											9	

Fact Sheet: MQ-9 MN-8679 PRDTB2 MQ-9 (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		52.896		27.352				588.412
PROCUREMENT (3010)								
INSTALL KITS	12	6.725	18	10.269			42	23.600
KITS NONRECUR								
EQUIPMENT	[18]	40.351	[24]	54.770			[66]	147.504
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
RETROFIT		73.961		50.021				456.866
INSTALLATION OF HARDWARE								
FY-13 12 KITS								
FY-14 12 KITS								
FY-15 18 KITS								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	12	121.037	18	115.060			42	627.970
INSTALLATION QTY	12		12				42	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Contract Date (Month/CY)						03/12	03/13	03/14	03/15
Delivery Date (Month/CY)						03/13	03/14	03/15	03/16

Installation Schedule

	FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																									3	3	3	3	3	3	3	
Output																									3	3	3	3	3	3	3	

	FY-15				FY-16			
Quarter	1	2	3	4	1	2	3	4
Input	3	3	3	3	3	3	3	
Output	3	3	3	3	3	3	3	

Description/Justification

In response to urgent operational needs the Wide Area Airborne Surveillance (WAAS) program will equip combatant commanders with sensor capabilities that can be flown on manned and unmanned aircraft (e.g. MQ-9 Reaper) as development allows. The podded wide area airborne sensor suite will provide city-sized and similar broad area surveillance capability. The Joint Requirements Oversight Council Memorandum (JROCM 106-08, dated 27 May 08) approved the Air Force concept for a Wide Area Airborne Surveillance (WAAS) program plan to address Service requirements for wide area airborne sensors on existing manned and unmanned aircraft system platforms. Funding will be allocated in FY09-FY13 for this Air Force Quick Reaction Capability (QRC) program (Gorgon Stare) to meet Combatant Commander (COCOM) Wide Area Airborne Surveillance (WAAS) urgent operational need and will be managed through the 645th Aeronautical Systems Group (AESG, a.k.a. BIG SAFARI Program Office), 303rd Reconnaissance Systems Wing, Aeronautical Systems Center, Air Force Material Command. Air Force provided FY08 funds in BPAC 674818, Imaging and Targeting Support, to initiate program management and system integration concept development. BIG SAFARI Program Office initiated a contract with Sierra Nevada Corporation in July 2008 for this program. Modification funds will build sensor suites and support equipment for installation on manned or unmanned (e.g. MQ-9) test beds, as well as in the final aircraft system architecture.

FY 2011 funding total includes $115.383M required to complete the original QRC effort. FY 2012 and beyond funding was re-phased into FY 2011 in order to meet original schedule expectations.

FY 2011 funding total also includes $45M for Overseas Contingency Operations that will procure additional QRC capability.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0305206F.

Note: FY09 funding (first year) included under C-130 BP-11 procured four pod sets.

Aircraft Breakdown: Active 6, Reserve , ANG , Total 6

Development Status

First article sensor suite and associated architecture are under development. Procurement of production sensors and initial spares will begin upon completion of RDT&E efforts.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						46.000		31.833				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					1	19.550	5	115.383				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
FY11 OCO Request								45.000				

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-10 1 KITS									[1]			
FY-11 5 KITS									[5]			
TOTAL INSTALL									6			
TOTAL COST (BP-1100) (Totals may not add due to rounding)					1	19.550	5	160.383				
INSTALLATION QTY									6			

Fact Sheet: MQ-9 MN-9136 AIRBORNE RECONN SYSTEMS (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								77.833
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							6	134.933
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
FY11 OCO Request								45.000
INSTALLATION OF HARDWARE								
FY-10 1 KITS							[1]	
FY-11 5 KITS							[5]	
TOTAL INSTALL							6	
TOTAL COST (BP-1100) (Totals may not add due to rounding)							6	179.933
INSTALLATION QTY							6	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 21 Months Follow-On Lead Time: 21 Months

Milestones

	FY-08	FY-09	FY-10
Contract Date (Month/CY)			01/10
Delivery Date (Month/CY)			10/11

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	6			
Output																	6			

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)									DATE February 2010
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: CV-22				
	2009	2010	2011	OCO 2011	Total 2011	2012	2013	2014	2015
COST (In Mil)	$22.557	$24.351	$13.964	$0.830	$14.794	$14.934	$23.932	$60.231	$135.913

FY2011 funding totals include $0.830M requested for Overseas Contingency Operations.

The CV-22 Osprey is a combat search and rescue, fleet logistics support, and special warfare support aircraft. It is a tiltrotor aircraft, taking off and landing like a helicopter, but, once airborne, its engine nacelles can be rotated to convert the aircraft to a turboprop airplane capable of high-speed, high-altitude flight. CV-22 can carry 18 combat troops, or up to 20,000 pounds of cargo, at twice the speed of a helicopter. The primary modification budgeted in FY10 is Block B Upgrades. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-09	FY-10	FY-11	OCO FY-11	Total FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	8790	Block 20 Upgrade			2.0			7.0	10.6	58.2	133.9	468.4	680.2
	8791	BLOCK B UPGRADE	20.6	20.0	10.0	0.8	10.8	5.9	11.4				85.5
	9400	CV-22 Fuel Jettison Retrofit		2.4									2.4
	99999X	LOW COST MODIFICATIO	2.0	2.0	2.0			2.0	2.0	2.0	2.0		19.1
TOTAL FOR CLASS P			22.6	24.4	14.0	0.8	14.8	14.9	23.9	60.2	135.9	468.4	787.2
TOTAL FOR WEAPON SYSTEM CV-22			22.6	24.4	14.0	0.8	14.8	14.9	23.9	60.2	135.9	468.4	787.2

Totals may not add due to rounding.
TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 79	PAGE NO. 1	

Description/Justification

This modification funds the retrofit of fielded CV-22 aircraft and trainers to Block C/20 configuration. The Block C/20 modification program will be configured in multiple phases or spirals and includes, but is not limited to, efforts that (1) improve operational safety, suitability, and effectiveness, (2) correct deficiencies identified during operational testing and/or field operations, and (3) improve reliability/maintainability of the aircraft. The first spiral is expected to retrofit 33 aircraft and expected to include (but is not limited to) Rehosting MV-22 Block C modifications on CV-22 and Communication Co-Site Interference program. A follow-on spiral is expected to retrofit 48 aircraft and include (but not be limited to) improved brakes, communications, situational awareness, and software. This modification also includes funds to upgrade training devices and simulators to the Block C/20 configuration.

This program has Diminishing Manufacturing Sources (DMS) issues and funding is included in this budget line item for DMS resolution.

The Block 20 Upgrade modification is an FY11 new start.

Aircraft Breakdown: Active 48, Reserve , ANG , Total 48

Development Status

RDT&E is funding development activities for the Block C/20 configuration. The Block 20 development contract was awarded in Dec 2007 and is expected to continue through the FYDP. The Block C/20 upgrade is being fielded in multiple spirals. The first spiral kits will be purchased FY2011 through FY2016, and installations FY2012 through FY2017. The follow-on spiral kits will be purchased in FY2015 through FY2018, and installations FY2016 through FY2019.

RDT&E funded by PE 0401318F.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	2.000	1	2.500	2	5.100
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												1.275
ENG SUPPORT										2.900		2.921

Fact Sheet: CV-22 MN-8790 Block 20 Upgrade (Continued)

Projected Financial Plan Continued

		PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-11	1 KITS									[1]	1.647		
FY-12	1 KITS											[1]	1.275
FY-13	2 KITS												
FY-14	9 KITS												
FY-15	20 KITS												
FY-16	22 KITS												
FY-17	12 KITS												
FY-18	14 KITS												
TOTAL INSTALL										1	1.647	1	1.275
TOTAL COST (BP-1100) (Totals may not add due to rounding)								1	2.000	1	7.047	2	10.571
INSTALLATION QTY										1		1	

Fact Sheet: CV-22 MN-8790 Block 20 Upgrade (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	9	22.950	20	110.484	48	258.738	81	401.772
KITS NONRECUR		17.725		4.229				21.954
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER		8.685		5.227		27.554		41.466
SUPPORT-EQUIP		2.000		1.020		4.286		8.581
ENG SUPPORT		5.172		5.304		22.297		38.594
INSTALLATION OF HARDWARE								
FY-11 1 KITS							[1]	1.647
FY-12 1 KITS							[1]	1.275
FY-13 2 KITS	[2]	1.700					[2]	1.700
FY-14 9 KITS			[9]	7.650			[9]	7.650
FY-15 20 KITS					[20]	36.495	[20]	36.495
FY-16 22 KITS					[22]	43.016	[22]	43.016
FY-17 12 KITS					[12]	35.081	[12]	35.081
FY-18 14 KITS					[14]	40.928	[14]	40.928
TOTAL INSTALL	2	1.700	9	7.650	68	155.520	81	167.792
TOTAL COST (BP-1100) (Totals may not add due to rounding)	9	58.232	20	133.914	48	468.395	81	680.159
INSTALLATION QTY	2		9		68		81	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Milestones

	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18
Contract Date (Month/CY)				03/11	11/11	11/12	11/13	11/14	11/15	11/16	11/17
Delivery Date (Month/CY)				03/12	11/12	11/13	11/14	11/15	11/16	11/17	11/18

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13				FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																			1				1				1	1	2	3	2	2
Output																				1				1				1	1	2	3	2

	FY-16				FY-17				FY-18				FY-19				FY-20			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	5	5	5	5	5	5	6	6	3	3	3	3	3	3	4	4				
Output	2	5	5	5	5	5	5	6	6	3	3	3	3	3	3	4	4			

Description/Justification

This modification funds the retrofit of fielded CV-22 aircraft to Block B/10 configuration. Block B/10 configuration includes, but is not limited to, efforts that improve operational safety, suitability, and effectiveness such as aft rescue hoist, defensive weapon system, reliability & maintainability modifications, retractable fuel probe, anti-icing system, more accessible nacelles, avionics/comm/nav upgrades, situational awareness improvements, and correction of deficiencies identified during operational testing and/or field operations. This modification also includes funds to upgrade training devices and simulators to the Block B/10 configuration.

The Single Configuration Retrofit of the oldest seven CV-22 aircraft is the most significant retrofit within the Block B/10 program. The seven oldest CV-22s are in different configurations, and all seven aircraft need a different subset of modifications in order to be put in the same single configuration. In addition, this exhibit funds incorporation of individual engineering change proposals (ECPs) in four other fielded CV-22 aircraft. The total number of kits to be installed on fielded aircraft is 165 (151 kits funded by base appropriation and 14 kits funded by FY2011 OCO request). Only 73 of the 165 kits require depot level (contractor field team) installation, and the install schedule reflects only those depot level installs. The other 92 kits will be installed by O-level (organizational level maintenance activity).

The FY08 contract and delivery dates in the Milestone Section are for electromagnetic interference (EMI) hardened proximity sensors. The FY09/10/11 milestone dates are for the largest contract action, the Single Configuration Retrofit.

FY 2009 funding totals include $0 for Overseas Contingency Operations.
FY 2010 funding totals include $0 for Overseas Contingency Operations.
FY 2011 funding request includes $830,000 in Overseas Contingency Operations funding to modify 14 CV-22s with Blue Force Tracker (BFT). Blue Force Tracker is an Identification Friend or Foe (IFF) system that complies with USCENTCOM requirement that all DoD aircraft operating in theater have IFF system installed to prevent friendly fire incidents.

Aircraft Breakdown: Active 11, Reserve 0, ANG 0, Total 11

Development Status

RDT&E funded development activities for the Block B/10 configuration began in FY02 and completed in FY08.

RDT&E funded by PE 0401318F.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		10.459										
PROCUREMENT (3010)												
INSTALL KITS	66	3.855	43	10.505	20	8.070	10	4.742	9	3.149	3	1.061
KITS NONRECUR		7.741		1.926								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	7	4.398	[2]	8.127	[4]	11.112	[2]	4.308	[1]	1.301	[4]	9.927
SUPPORT-EQUIP		0.633				0.200						
FY11 OCO Request							[14]	0.830				

Fact Sheet: CV-22 MN-8791 BLOCK B UPGRADE (Continued)

Projected Financial Plan Continued

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-08 66 KITS	7	0.334			[34]	0.436						
FY-09 43 KITS					[16]	0.133	[4]	0.141				
FY-10 20 KITS							[2]	0.775				
FY-11 10 KITS									[5]	1.438	[3]	0.225
FY-12 9 KITS											[2]	0.150
FY-13 3 KITS												
TOTAL INSTALL	7	0.334			50	0.569	6	0.915	5	1.438	5	0.375
TOTAL COST (BP-1100) (Totals may not add due to rounding)	66	16.962	43	20.558	20	19.952	10	10.795	9	5.888	3	11.362
INSTALLATION QTY	7				50		6		5		5	

Fact Sheet: CV-22 MN-8791 BLOCK B UPGRADE (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								10.459
PROCUREMENT (3010)								
INSTALL KITS							151	31.381
KITS NONRECUR								9.667
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[20]	39.173
SUPPORT-EQUIP								0.833
FY11 OCO Request							[14]	0.830
INSTALLATION OF HARDWARE								
FY-08 66 KITS							[41]	0.770
FY-09 43 KITS							[20]	0.274
FY-10 20 KITS							[2]	0.775
FY-11 10 KITS							[8]	1.663
FY-12 9 KITS							[2]	0.150
FY-13 3 KITS								
TOTAL INSTALL							73	3.631
TOTAL COST (BP-1100) (Totals may not add due to rounding)							151	85.517
INSTALLATION QTY							73	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 4 Months Follow-On Lead Time: 21 Months

Milestones

	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12
Contract Date (Month/CY)				05/08	05/09	12/09	12/10	12/11
Delivery Date (Month/CY)				09/08	10/10	08/11	09/12	06/13

Installation Schedule

	FY-05				FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																7					12	13	13	12	2	1	2	1	1	1	1	2
Output																5	2					12	13	13	12	2	1	2	1	1	1	1

	FY-13			
Quarter	1	2	3	4
Input	2	1	2	
Output	2	2	1	2

Description/Justification

This modification funds the retrofit of 8 CV-22 aircraft to correct deficiencies in the design of the fuel jettison system. AFSOC operations require fuel jettison capability for mission weight management. The current system configuration jettisons fuel onto the aircraft empennage. Without this modification, enroute fuel jettison (for reasons such as emergency exfil) could compromise CV-22 avionics components, potentially reducing aircraft survivability.

Aircraft Breakdown: Active 8, Reserve , ANG , Total 8

Development Status

RDT&E funded development activities beginning in FY07, and ended in FY09. Critical Design Review (CDR) is scheduled in March 2010, with contract award in 4th quarter FY2010.

RDT&E funded by PE 0401318F.

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					8	1.600						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10 8 KITS					[8]	0.800						
TOTAL INSTALL					8	0.800						
TOTAL COST (BP-1100)					8	2.400						
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: CV-22 MN-9400 CV-22 Fuel Jettison Retrofit (Continued)

(Continued)

	FY-14 QTY	FY-14 COST	FY-15 QTY	FY-15 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							8	1.600
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-10 8 KITS							[8]	0.800
TOTAL INSTALL							8	0.800
TOTAL COST (BP-1100)							8	2.400
(Totals may not add due to rounding)								
INSTALLATION QTY							8	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 18 Months Follow-On Lead Time: 0 Months

Milestones

	FY-08	FY-09	FY-10
Contract Date (Month/CY)			07/10
Delivery Date (Month/CY)			01/12

Installation Schedule

	FY-08				FY-09				FY-10				FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																		3	3	2				
Output																			3	3	2			

Description/Justification

This funds low cost modifications for CV-22 weapon system and training devices that are necessary to maintain operational safety, suitability, and effectiveness.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0, Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-09		FY-10		FY-11		FY-12		FY-13	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		5.139		1.999		1.999		1.999		1.999		1.999
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		5.139		1.999		1.999		1.999		1.999		1.999

Fact Sheet: CV-22 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.999		1.999				19.132
TOTAL COST (BP-1100)		1.999		1.999				19.132
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Milestones

	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17	FY-18
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															