UNITED STATES AIR FORCE

Committee Staff Procurement Backup Book

FY 2006/2007 Budget Estimates

February 2005

AIRCRAFT PROCUREMENT, AIR FORCE

VOLUME II

OPR: SAF/FMB

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P-1M MODIFICATION REPORT - 06 PB

02/16/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
HAEUAV	P	470001	GH SIGINT					17.1	75.2	121.0	56.4	96.1		365.8
	TOTAL FOR CLASS P			0.0	0.0	0.0	0.0	17.1	75.2	121.0	56.4	96.1	0.0	365.8
	TOTAL FOR AIRCRAFT HAEUAV			0.0	0.0	0.0	0.0	17.1	75.2	121.0	56.4	96.1	0.0	365.8

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 06 PB

02/16/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
KC135R	P	C135R1	TANKER REPLACEMEN								1.0	48.5		49.5
	TOTAL FOR CLASS P			0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	48.5	0.0	49.5
	TOTAL FOR AIRCRAFT KC135R			0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	48.5	0.0	49.5

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P-1M MODIFICATION REPORT - 06 PB

02/16/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
B-2	P	_7646	Proximity Sensor Logic U						2.3	3.0	1.7	0.2		7.2
		110024	ALTERNATE HIGH FRE	34.3	5.8	6.4	10.3	11.9	10.1	8.1	8.0	6.4		101.3
		110025	MK82 JDAM / SMART B	11.3	15.1	10.2	1.4							38.0
		110026	EHF SATCOM								54.1	106.0		160.1
		110028	F118 DIGITAL ELECTRO	4.2	2.9	2.2	1.1							10.4
		110030	AFT DECK CRACKS		24.8	5.5	0.3	0.1						30.7
		110031	MAINTENANCE TRAINE	6.6	12.2									18.8
		110032	LINK 16/CID/IFR	37.7	64.8	44.8	25.5	11.6	6.4					190.9
		110033	RADAR SYSTEM MODIF					169.9	274.2	86.9	9.7	0.7		541.4
		110035	SUPPORTABILITY MOD			9.7	4.1							13.8
		110037	ALTERNATE DOOR ED						8.5	11.6	5.7	4.7		30.4
		110039	OGADS Oxygen Monitor				5.7							5.7
		99999U	LOW COST RETROFIT	4.3	1.0	1.8	2.8	1.5	1.4	1.5	1.7	1.5		17.4
		99999X	LOW COST MODIFICATI	7.8	1.1	1.0	3.7	0.8	1.8	1.9	2.0	1.5		21.6
		T8137	UHF SATCOM UPGRAD	71.3	1.5	6.7	4.2							83.7
		Z88888	REPROGRAMMINGS	6.7	-8.9	6.2								3.9
	TOTAL FOR CLASS P			184.2	120.2	94.5	59.1	195.8	304.7	112.9	82.9	120.9	0.0	1,275.2
	TOTAL FOR AIRCRAFT B-2			184.2	120.2	94.5	59.1	195.8	304.7	112.9	82.9	120.9	0.0	1,275.2

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P-1M MODIFICATION REPORT - 06 PB

02/16/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
B-1	P	_2134	Integrated Data Acquisitio	3.4	0.8									4.2
		_3944	ALQ-161A PREPROCES				11.6	9.8	15.2	3.3				40.0
		_9035	ALQ-161A Waveform Ge									10.8	65.6	76.4
		_9766	ALQ-161A Advanced Tra								5.5	2.2	9.1	16.8
		4252	AVIONICS COMPUTERS	74.9	32.6	1.4	0.0							108.9
		4280	FULLY INTEGRATED DA					6.8	6.3	7.5	9.9	9.3	8.9	48.7
		4284	CITS UPGRADE					8.1	14.6	7.2	1.4			31.3
		4285	INS/GSS UPGRADE					16.0	14.1	14.2	9.1	0.5		53.9
		5013	RF TOWED DECOY SYS	126.1	2.7									128.8
		5047	SIMULATOR UPDATES	11.4	0.3	0.4								12.2
		5048	WIND CORRECTED MU	12.2	20.6		4.0							36.8
		5819	ENGINE UPGRADE		0.0	1.0	0.1	0.0	0.3	0.5	2.0			3.9
		5820	COMMUNICATION UPG		1.3	0.0	0.3	0.0	0.3	0.5	2.0			4.4
		5821	DEFENSE AVIONICS U		0.0	1.3	0.1	0.0	0.3	0.5	2.0			4.1
		5822	WEAPONS UPGRADE		0.0	0.0	0.1	0.0	0.3	0.5	2.0			2.9
		6039	F101 DIGITAL ENGINE C	17.3	5.8									23.1
		6881	JTRS I&I					20.8	19.5	20.3	25.5	20.3	17.5	123.9
		7152	AVIONICS UPGRADE		0.0	0.0	0.3	0.0	0.3	0.5	2.0			3.2
		7242	AN/ALQ-161A BAND 8 R				9.1	8.1	6.4	8.0	5.1			36.7
		8411	RADAR IMPROVEMENT							41.6	75.5	50.3	67.5	234.9
		8421	LINK 16	28.8	0.5									29.3
		8525	AN/ALQ-161A JAMMER	1.8		0.5	0.8							3.1
		8970	AN/ALQ-161A TAIL WAR		16.3	1.6								17.9
		8971	VERTICAL SITUATION D					10.0	22.9	19.4	43.8	4.8	10.6	111.6
		8972	AUTOMATIC TEST EQUI	9.8	7.7	0.4								17.9

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P-1M MODIFICATION REPORT - 06 PB

02/16/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
		8973	LOWER RUDDER HYDR	1.2	1.0									2.2
		8977	Utility Power Distribution				1.1	0.9						1.9
		92294	TARGETING POD									14.1	60.0	74.0
		99999X	LOW COST MODIFICATI	1.0	0.0	1.4	0.3	0.0	0.3	0.5	2.0	0.3		6.0
		Z88888	REPROGRAMMINGS	1.8	9.8	0.6								12.2
	TOTAL FOR CLASS P			289.8	99.4	8.7	27.9	80.6	100.9	124.4	187.7	112.6	239.2	1,271.3
	TOTAL FOR AIRCRAFT B-1			289.8	99.4	8.7	27.9	80.6	100.9	124.4	187.7	112.6	239.2	1,271.3

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P-1M MODIFICATION REPORT - 06 PB

02/16/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
B-52	P	3143	COMMON STRATEGIC	9.7	5.1									14.8
		3150	NAVSTAR GLOBAL POS	39.3	0.3									39.5
		3263	INTEGRATED CONV ST	85.2	1.9									87.1
		3309	AIRBORNE WIDEBAND						33.9	122.4	43.3	52.7	17.3	269.6
		3310	CALCM INFLIGHT BEYO			4.9	27.0	25.9	96.0	39.2				192.9
		3311	FUEL ENRICHMENT MO		0.4	0.5	0.2							1.1
		3372	LINK 16							13.9				13.9
		4260	ADVANCED WEAPON IN			0.5	18.4	5.6						24.5
		4270	ECM IMPROVEMENT	61.1	36.4	53.4	45.1	44.1	14.1	6.3				260.4
		4371	GPS TACAN	51.0	0.5									51.6
		4693	AVIONICS MIDLIFE IMP		11.4	44.4	52.6	32.4	20.5	2.1				163.4
		6881	JTRS I&I					7.5	19.2	15.6	19.9	21.7		83.8
		92294	TARGETING POD						18.3	28.3	3.6			50.3
		99999X	LOW COST MODIFICATI	3.0	2.1	1.1	1.8	2.0	1.1	2.0				13.0
		Z88888	REPROGRAMMINGS	20.5	0.0	5.9								26.4
	TOTAL FOR CLASS P			269.9	58.1	110.8	145.0	117.5	203.0	229.8	66.8	74.4	17.3	1,292.5
	TOTAL FOR AIRCRAFT B-52			269.9	58.1	110.8	145.0	117.5	203.0	229.8	66.8	74.4	17.3	1,292.5

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P-1M MODIFICATION REPORT - 06 PB

02/15/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
F-117	P	31927	OMNIBUS ENGINE MOD	3.8	0.1	0.3	0.3	0.1	0.3	0.3	0.3	0.3		5.6
		31937	SINGLE CONFIGURATIO	91.8	19.7	13.4								125.0
		31972	EXPANDED DATA TRAN			2.4	0.1	1.3	1.4	0.4				5.6
		31973	INFRARED ACQUISITIO						52.0	64.7	77.8	23.1	0.7	218.4
		31974	COLOR MULTIPURPOS					1.1	13.3					14.4
		31975	BROOKLYN BRIDGE			4.0	4.2	12.0	13.3	12.2				45.7
		31976	BC 2 WEAPON SIMULAT		1.1									1.1
		31977	NIGHT VISION GOGGLE				1.7	1.3	1.3	1.0				5.3
		31978	COMMON DATA RECOR					0.3	2.1					2.4
		31980	MISSION PLANNING SY				0.6							0.6
		31984	DUAL RADIO				5.7	1.4	0.3					7.4
		31985	SATCOM ANTENNA				3.9	2.2	0.5					6.6
		99999S	SERVICE BULLETINS	16.8	0.7	0.7	0.4	1.3	1.5	1.5	1.5	1.6		26.0
		99999X	LOW COST MODIFICATI	10.8	0.7	0.9	0.3	0.6	0.1	0.8	1.4	1.1		16.7
		Z88888	REPROGRAMMINGS	-0.1	0.2	0.9								0.9
	TOTAL FOR CLASS P			123.1	22.6	22.7	17.2	21.8	85.9	80.9	81.0	26.0	0.7	481.8
	TOTAL FOR AIRCRAFT F-117			123.1	22.6	22.7	17.2	21.8	85.9	80.9	81.0	26.0	0.7	481.8

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P-1M MODIFICATION REPORT - 06 PB

02/16/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
A-10	P	3301A	INTEGRATED FLIGHT &	23.0	8.2									31.3
		37120	DIGITAL DATA LINK			5.1								5.1
		6881	JTRS I&I						15.1	12.8	27.3	15.1		70.4
		7856	MODE S/5		3.1	0.1	6.9	7.5						17.6
		9602	COUNTERMEASURE SE	8.5	5.9	2.5								16.9
		9805	PRECISION ENGAGEME	5.1	2.3	41.4	45.2	70.5	72.0	27.8				264.3
		99999X	LOW COST MODIFICATI	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.3
		Z88888	REPROGRAMMINGS	0.0	-2.5	3.5								1.0
	TOTAL FOR CLASS P			36.8	17.1	52.5	52.2	78.0	87.1	40.6	27.3	15.1	0.0	406.8
	TOTAL FOR AIRCRAFT A-10			36.8	17.1	52.5	52.2	78.0	87.1	40.6	27.3	15.1	0.0	406.8

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02/16/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
F-15	P	_1200	F-15C Avionics Replacem							11.3	11.2			22.6
		_1202	F-15E AESA Radar								108.7	140.0		248.7
		_2222	32J Fuel Manifold Clampi				0.6	0.7	1.8	0.8				3.9
		10211B	SECONDARY POWER U	9.3	2.8	1.0	0.0							13.1
		19203B	F100-220E ENGINE UPG	341.1	65.5	1.7								408.3
		6106	SECONDARY POWER U	4.5	0.6									5.0
		6145	FUEL NOZZLE DAMPIN	2.5	0.2	0.1	0.1							3.0
		8049	APG-63V(1) RADAR UP	631.8	4.0	2.5								638.3
		8265	PROGRAMMABLE ARM	39.0	26.9	19.8	3.6	7.3						96.6
		8314	AIR DATA PROCESSOR	20.4	4.6	4.2	1.8	0.7						31.8
		8352	JOINT HELMET-MOUNT	39.8	22.4	21.5	12.9	10.4						107.1
		8357	ADVANCED DISPLAY C			37.3	36.0	17.9	19.4	18.5				129.1
		8419	ALQ 135, BAND 1.5	180.7	22.1	2.7								205.5
		8660	BOL	31.5				1.0	15.4	8.6	6.6			63.1
		8662	AETC MTD UPGRADES-	4.0			2.1	1.3						7.4
		8701	F-15 C/D GPS	5.3	11.8	12.0	2.5							31.7
		8703	F-15 A/D DIGITAL VIDEO					11.6	23.6	11.3				46.5
		8705	F-15E DIGITAL VIDEO R			1.0	3.8	3.8	18.5					27.1
		8742	TEWS INTERMEDIATE S				17.8	1.3						19.1
		8745	IFF A-D	6.9	25.3	34.4	40.7	23.3						130.6
		8746	IFF E			27.9	27.0	17.8						72.8
		99999E	MISC ENGINE UPDATE	1.2	0.0		0.8	1.0	0.0	1.0				3.9
		99999U	LOW COST RETROFIT	4.6	1.0	0.6	0.0	0.0						6.3
		99999X	LOW COST MODIFICATI	9.1	0.7	0.2	1.7	1.9						13.6
		Z88888	REPROGRAMMINGS	-0.1	0.1	40.7								40.7

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02/16/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
	TOTAL FOR CLASS P			1,331.6	188.0	207.8	151.5	100.0	78.6	51.6	126.5	140.0	0.0	2,375.7
	TOTAL FOR AIRCRAFT F-15			1,331.6	188.0	207.8	151.5	100.0	78.6	51.6	126.5	140.0	0.0	2,375.7

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02/16/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
F-16	P-S	173009	F110 DIGITAL ENGINE C	151.3			3.0	2.2	2.5	2.7	2.1	2.1		166.0
		F19419	F110-100 HPT C-CLIP B	3.0	0.3	1.9	0.8	0.5	1.0	0.1				7.7
		F19424	F110 ENGINE SERVICE			39.5	45.0	44.0	44.5	45.1	45.8	49.9		313.8
		F19426	F110-GE-100/129 Inlet G	1.3	2.2									3.6
	TOTAL FOR CLASS P-S			155.6	2.6	41.4	48.8	46.7	48.0	47.9	47.9	52.1	0.0	491.1
	P	3090	ALR-56M RCPU UPGRA	24.4	0.1									24.5
		3450	ALE-47	47.3	0.7	2.5	0.2							50.7
		3461	ALR-69 Antenna Repositi		1.2	0.6								1.9
		4260	ADVANCED WEAPON IN	33.0	4.5	3.7	4.2	4.3	1.3					50.9
		5013	RF TOWED DECOY SYS	135.3	0.2									135.5
		602043	BLOCK 42 ANG RE-ENG	58.6	9.6	20.7								88.9
		602150	MODULAR MISSION CO	180.9	73.2	68.8	92.1	78.7	100.3	88.3	10.2			692.5
		6022	PRE BLK 40 STRUCTUR	195.2	0.1	0.6	0.1							196.1
		602241	F-16A STRUCTURE IMP	11.2	5.9	2.1	2.6							21.8
		602250	BLOCK 50/52 STRUCTU	6.2	0.6	0.4	0.0							7.2
		6023	FALCON STAR	15.7	42.2	43.2	67.2	77.0	104.2	97.1	87.2	80.4	70.0	684.2
		6029	WHEEL SPEED SENSO		2.4									2.4
		603035	COMMERCIAL CENTRA		6.3	10.0	12.8							29.0
		610230	-COLOR DISPLAYS - BL				3.2							3.2
		610250	COLOR DISPLAYS - CCI	109.0	35.9	30.5	53.7	42.4	25.2	15.2	3.6			315.6
		612150	AIR-TO-AIR INTERROG	100.7	9.9	2.5	0.6							113.7
		612151	Mode 5 Identification				0.4	8.7						9.1
		6300	ON BOARD OXYGEN GE	17.4	4.0									21.4
		650050	JOINT HELMET MOUNT	97.3	41.3	30.7	32.8	26.2	14.6	5.3	1.1			249.3

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02/16/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
		660050	HTS PYLONS	1.6	0.0	5.9	3.0	2.8						13.3
		661650	LINK 16 - CCIP	84.7	28.4	23.9	23.3	19.7	11.5	5.6	1.1			198.4
		661651	F-16 TACTICAL DATA LI	33.7	22.5	21.8	22.7	19.5	12.5					132.5
		674050	USAF AN/APG-68(V)9					33.4	47.2	41.0	34.1	32.8	132.1	320.6
		8661	AETC MTD UPGRADES-	3.8	3.9									7.7
		8662	AETC MTD UPGRADES-	4.4	1.0	10.8	11.0	15.0	17.3	17.9	18.3	18.5		114.3
		99999E	MISC ENGINE UPDATE	8.2	1.4	0.0	0.4	0.1	0.0	0.4	0.4	0.4	1.2	12.5
		99999U	LOW COST RETROFIT	7.4	1.8	0.0	0.4	0.1	0.0	0.4	0.4	0.4	1.2	12.1
		99999X	LOW COST MODIFICATI	9.2	0.8	0.0	0.4	0.1	0.0	0.4	0.4	0.4	1.2	12.9
		F19420	F110-100 TURBINE FRA	0.7	0.2	0.8	1.0	1.0	0.9	0.9	0.2			5.6
		F19450	PW-229 FUEL NOZZLE	0.7	0.0									0.8
		Z88888	REPROGRAMMINGS	3.1	3.9	26.7								33.7
	TOTAL FOR CLASS P			1,189.7	302.0	306.1	332.1	328.9	335.1	272.5	157.0	132.8	205.7	3,561.9
	TOTAL FOR AIRCRAFT F-16			1,345.4	304.5	347.5	381.0	375.7	383.1	320.4	204.9	184.9	205.7	4,053.0

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02/16/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
F-22	P	17607	TEST INSTRUMENTATI	8.8			4.3							13.1
		6881	JTRS I&I					16.7	31.1	32.8	34.1	16.9		131.6
		F22000	LOW COST MODS (ENG			1.0	1.0							2.0
		F22001	COMMON CONFIGURAT	7.2	6.4	62.5	5.7	137.0	88.8	61.5	8.0	8.0		385.0
		F22003	SMALL DIAMETER BOM							16.0	16.6	16.9		49.5
		F22004	LOW COST MOD (Air Ve	1.5	1.8	1.0	1.0							5.3
		F22006	F/A-22 Reliability and Mai				29.0	30.0	28.4	25.0	25.0	25.0		162.4
		F22010	Mode 5/S IFF								6.2	4.1		10.3
		F22011	Alternate Nav Light Cover				1.0							1.0
		F22013	Trainer Low Cost Mod					2.0	2.0	2.0	2.0	2.0		10.0
		F22014	F119 Engine Modification				12.0	39.7	39.0	27.0	29.0	30.0		176.7
		F22015	Air Vehicle Low Cost Mod					2.0	2.0	2.0	2.0	2.0		10.0
		Z88888	REPROGRAMMINGS		0.0	4.5								4.5
	TOTAL FOR CLASS P			17.5	8.2	69.0	54.0	227.3	191.3	166.3	122.9	104.9	0.0	961.5
	TOTAL FOR AIRCRAFT F-22			17.5	8.2	69.0	54.0	227.3	191.3	166.3	122.9	104.9	0.0	961.5

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
A/T-37	P-S	99999A	LOW COST SAFETY MO	0.3	0.1	0.1								0.4
	TOTAL FOR CLASS P-S			0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
	P	99999X	LOW COST MODIFICATI	0.0	0.0	0.0								0.0
		Z88888	REPROGRAMMINGS	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 AIRCRAFT A/T-37			0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
C-5	P	6038	AVIONICS MODERNIZA	135.7	76.9	96.6	69.3	49.6	27.8	4.1				460.0
		6154	C-5 RELIABILITY ENHAN				20.0	141.1	435.2	632.0	765.0	869.7	6,842.8	9,705.9
		8629	LARGE AIRCRAFT INFR					28.5	36.9	33.7	28.9	5.9		133.9
		8662	AETC MTD UPGRADES-	1.3		0.7	1.8							3.8
		8719	EMERGENCY DC POWE	3.4	11.7	9.0								24.1
		8789	AN/AAR-47 MISSILE WA		2.8									2.8
		99999X	LOW COST MODIFICATI	4.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		4.8
		Z88888	REPROGRAMMINGS	-0.0	0.0	-4.9								-4.9
	TOTAL FOR CLASS P			144.5	91.5	101.5	91.1	219.3	500.0	669.9	794.0	875.8	6,842.8	10,330.4
	TOTAL FOR AIRCRAFT C-5			144.5	91.5	101.5	91.1	219.3	500.0	669.9	794.0	875.8	6,842.8	10,330.4

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
C-9	P	99999S	SERVICE BULLETINS	19.8	0.1									19.9
		99999X	LOW COST MODIFICATI	5.5	0.8									6.3
		Z88888	REPROGRAMMINGS	1.0	0.0	5.9								6.9
	TOTAL FOR CLASS P			26.3	0.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.2
	TOTAL FOR AIRCRAFT C-9			26.3	0.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.2

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
C-17	P	_1058	Mission Computer Replac						0.6	7.3	13.6	15.2	47.5	84.3
		_1809	High Altitude Low Openin									1.9	7.4	9.3
		_2109	Hydraulic Isolation Valves						13.0	1.4	3.7	3.7	11.9	33.7
		_2394	Demand Assigned Multipl							10.9	2.7	6.0	25.2	44.8
		_2746	On Board Loose Equipme						11.9	6.7	8.4	8.5	15.0	50.5
		_3056	Formation Flying System				0.7	8.6	12.0	12.3	12.6	8.9	2.1	57.1
		_5753	Pollution Prevention (HAZ				0.4	0.9	0.9					2.2
		_7284	Floatation Emergency De									2.8	29.3	32.1
		_7655	LOX Bottle Protection				7.0							7.0
		_780	Improved Omni-Directiona									33.0	35.4	68.4
		_8608	COVERT LIGHTING				11.2	17.0	27.3	32.8	33.4	11.8	0.3	133.8
		0399	AIRLIFT DEFENSIVE SY	3.5	0.3	1.7	4.1	0.9	0.1					10.7
		4660	OPEN SYSTEMS COMM				39.5	52.3	50.8	36.1	6.4			185.0
		5029	AERIAL DELIVERY SYST	2.8	1.8	0.5								5.0
		6026	400 POUND PARATROO	10.1	0.8	0.6	0.8	0.8	7.6	0.5				21.2
		6401	GATM - AUTOMATICE D						13.9	2.0	5.2	5.3	17.0	43.3
		6402	OBIGGS II				28.8	16.1	25.6	26.8	26.9	27.1	41.2	192.4
		6406	MOBILITY 2000 (M2K)				2.1	2.9	2.9	1.4				9.3
		6407	GATM-VHF DATA LINK (								1.0	3.4	36.6	41.0
		6409	AERIAL DELIVERY SYST						14.0	6.6	8.6	8.8	18.8	56.8
		6410	SELF-SUFFICIENCY								99.7	120.4	469.0	689.2
		6411	ARMY COMMUNCIATIO				10.7	14.5	13.1	3.3				41.6
		6412	EXTENDED RANGE RET			40.0	43.1	33.6	61.3	63.7	63.0	62.5	161.0	528.0
		6414	GATM - RNP IMPROVEM				1.3	24.8	38.7	39.7	40.7	29.8	8.2	183.1
		6415	CREW ARMOR PLATIN						10.0	16.8	17.2	17.5	12.2	73.8

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
		6422	OBSOLESCENCE - WEA				10.7	13.2	13.6	14.0	7.9	1.1		60.5
		8629	LARGE AIRCRAFT INFR	82.7	64.9	38.3	84.5	195.5	166.6	203.3	31.2	11.0		877.9
		9714	STATION KEEPING FOL	18.3	2.6	0.2	0.9							22.0
		9722	SLAT TRACK DOOR BR	1.8	0.3									2.1
		9723	FIXED LEADING EDGE F	4.1	3.2									7.3
		9735	STABILIZER STRUTS P				8.3	13.5	13.7	14.0	6.7	0.8		57.0
		99999X	LOW COST MODIFICATI			0.0	1.2	0.7	2.0	2.0	2.0	2.0		9.9
		TAWS	TERRAIN AWARENESS	27.9	6.4	0.8	5.7							40.8
		Z88888	REPROGRAMMINGS	-11.8	0.1	5.8								-5.9
	TOTAL FOR CLASS P			139.4	80.4	87.8	260.8	395.3	499.5	501.4	390.7	381.6	938.2	3,675.2
	TOTAL FOR AIRCRAFT C-17			139.4	80.4	87.8	260.8	395.3	499.5	501.4	390.7	381.6	938.2	3,675.2

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
C-21	P	3149TC	TCAS CHANGE 7 UPGR	1.0	1.1									2.1
		99999S	SERVICE BULLETINS	1.2	1.1	1.1	3.7	2.4	1.2	0.8	1.0	0.7		13.3
		99999X	LOW COST MODIFICATI	2.4	0.8	0.2	0.2	0.2	0.6	0.7	0.1	0.1		5.3
		Z88888	REPROGRAMMINGS	1.3	-1.7	0.1								-0.3
	TOTAL FOR CLASS P			5.9	1.3	1.4	3.9	2.6	1.9	1.5	1.1	0.8	0.0	20.4
	TOTAL FOR AIRCRAFT C-21			5.9	1.3	1.4	3.9	2.6	1.9	1.5	1.1	0.8	0.0	20.4

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
C-32	P	99999S	SERVICE BULLETINS	0.0	0.1	0.1	0.1	0.1						0.4
		99999SG	SERVICE BULLETINS -						0.8	0.9	0.9	0.9		3.5
		99999X	LOW COST MODIFICATI	0.4	0.1	0.1	0.1	0.1						0.8
		99999XG	LOW COST MODS - AN						0.8	0.8	0.8	0.8	0.8	4.0
		Z88888	REPROGRAMMINGS	-0.8	0.0	0.0								-0.8
	TOTAL FOR CLASS P			-0.4	0.2	0.2	0.2	0.2	1.6	1.7	1.7	1.7	0.8	7.8
	TOTAL FOR AIRCRAFT C-32			-0.4	0.2	0.2	0.2	0.2	1.6	1.7	1.7	1.7	0.8	7.8

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
C-37	P	99999S	SERVICE BULLETINS	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3		2.5
		99999X	LOW COST MODIFICATI	2.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		2.9
		Z88888	REPROGRAMMINGS	-0.8	0.0	0.0								-0.8
	TOTAL FOR CLASS P			1.5	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.0	4.7
	TOTAL FOR AIRCRAFT C-37			1.5	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.0	4.7

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
C-141	P	8789	AN/AAR-47 MISSILE WA		2.4									2.4
		Z88888	REPROGRAMMINGS	0.0	-1.5									-1.5
	TOTAL FOR CLASS P			0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
	TOTAL FOR AIRCRAFT C-141			0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
GLID00	P	6198	GLIDER PARTS LICENS				3.1							3.1
		99999X	LOW COST MODIFICATI				0.1	0.1	0.1	0.1	0.1	0.1		0.7
	TOTAL FOR CLASS P			0.0	0.0	0.0	3.2	0.1	0.1	0.1	0.1	0.1	0.0	3.8
	TOTAL FOR AIRCRAFT GLID00			0.0	0.0	0.0	3.2	0.1	0.1	0.1	0.1	0.1	0.0	3.8

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
T-6	P-S	9851	UHF DUAL ANTENNA	1.1	0.0									1.1
		9854	OIL PRESSURE WARNI			0.4	2.5	2.1	1.4					6.4
		9857	TRAFFIC ALERT AND C						11.4	17.9	14.8	9.3	8.4	61.8
		9858	INTER-SEAT SEQUENC			0.7	1.1	0.5	0.4					2.7
		99999X	LOW COST MODIFICATI	1.3	2.6	0.4	1.2	2.0	2.0	2.0	2.0	2.0		15.5
	TOTAL FOR CLASS P-S			2.4	2.6	1.6	4.8	4.5	15.2	19.9	16.8	11.3	8.4	87.5
	P	9870	NOSE WHEEL CENTERI		2.0	1.2								3.3
		9871	COCKPIT UPGRADES			0.7	1.4	1.5	1.4	0.9	0.4	0.4	0.4	7.0
		Z88888	REPROGRAMMINGS		0.0	0.3								0.3
	TOTAL FOR CLASS P			0.0	2.0	2.2	1.4	1.5	1.4	0.9	0.4	0.4	0.4	10.6
	TOTAL FOR AIRCRAFT T-6			2.4	4.7	3.8	6.1	6.1	16.6	20.8	17.1	11.7	8.7	98.0

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
T-1	P	99999X	LOW COST MODIFICATI				0.2	0.2	0.2	0.2	0.2	0.3		1.2
	TOTAL FOR CLASS P			0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.3	0.0	1.2
	TOTAL FOR AIRCRAFT T-1			0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.3	0.0	1.2

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
T-38	P-S	99999A	LOW COST SAFETY MO	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.2
	TOTAL FOR CLASS P-S			0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
	P	_2807	T-38 IMPROVED BRAKE							9.7	9.5	5.6	26.8	51.6
		6029	AVIONICS UPGRADE	319.6	68.3	51.7	46.7	39.8	0.8	0.0				526.9
		6034	T-38 PROPULSION MOD	144.9	59.4	93.3	115.2	59.3	103.1	64.6	57.4	58.0	29.5	784.6
		6087	T-38 ESCAPE SYSTEM	0.7	0.5	16.7	40.8	41.7	19.8	2.6				122.9
		99999X	LOW COST MODIFICATI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
		Z88888	REPROGRAMMINGS	6.6	2.9	6.4								15.9
	TOTAL FOR CLASS P			471.8	131.2	168.1	202.7	140.9	123.6	76.9	66.8	63.6	56.4	1,501.9
	TOTAL FOR AIRCRAFT T-38			471.9	131.2	168.1	202.7	140.9	123.6	76.9	66.8	63.6	56.4	1,502.1

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
T-41	P	99999X	LOW COST MODIFICATI	0.6	0.1	0.1								0.7
		Z88888	REPROGRAMMINGS	0.0	0.0	0.0								0.0
	TOTAL FOR CLASS P			0.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
	TOTAL FOR AIRCRAFT T-41			0.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
T-43	P	99999S	SERVICE BULLETINS	4.9	0.2	0.5	1.9	2.0	2.1	2.2	2.2	2.3		18.3
		99999X	LOW COST MODIFICATI	0.9	0.0	0.1	0.1	0.1	0.0	0.1	0.1	0.1		1.4
		Z88888	REPROGRAMMINGS	4.5	0.0	0.0								4.5
	TOTAL FOR CLASS P			10.3	0.2	0.6	2.0	2.1	2.2	2.2	2.3	2.3	0.0	24.2
	TOTAL FOR AIRCRAFT T-43			10.3	0.2	0.6	2.0	2.1	2.2	2.2	2.3	2.3	0.0	24.2

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
KC-10	P-S	99999A	LOW COST SAFETY MO	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1		0.3
	TOTAL FOR CLASS P-S			0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.3
	P	_1689	Aircraft Modernization Pro				1.6	2.0	7.5	37.2	46.2	63.7	614.6	772.9
		7725	THRUST REVERSER AI	3.4	5.4	28.3	18.9	3.2						59.2
		9709	GATM PHASE II	40.1	16.8	5.2								62.1
		99999S	SERVICE BULLETINS	23.7	0.8	0.9	1.4	1.5	2.2	3.5	4.0	4.2		42.3
		99999X	LOW COST MODIFICATI	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		1.8
		SIM-10	SIMULATOR UPGRADE	65.1	6.1									71.2
		Z88888	REPROGRAMMINGS	0.4	0.0	2.4								2.8
	TOTAL FOR CLASS P			134.4	29.1	36.7	21.9	6.8	9.7	40.7	50.2	68.0	614.6	1,012.2
	TOTAL FOR AIRCRAFT KC-10			134.4	29.1	36.7	21.9	6.8	9.8	40.7	50.2	68.0	614.6	1,012.5

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
C-12	P	6140	ELECTRONIC FLIGHT IN		5.3	17.7	6.0	0.7						29.7
		99999S	SERVICE BULLETINS	1.8	0.2	0.1	0.2	0.1	0.3	0.3	0.3	0.3		3.8
		99999X	LOW COST MODIFICATI	1.6	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2		2.4
		Z88888	REPROGRAMMINGS	0.3	0.0	1.3								1.5
	TOTAL FOR CLASS P			3.7	5.6	19.1	6.3	0.9	0.4	0.5	0.5	0.5	0.0	37.4
	TOTAL FOR AIRCRAFT C-12			3.7	5.6	19.1	6.3	0.9	0.4	0.5	0.5	0.5	0.0	37.4

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
C-20	P	99999S	SERVICE BULLETINS	1.4	0.0	0.3	0.4	0.4	0.2	0.2	0.1	0.1		3.1
		99999X	LOW COST MODIFICATI	7.0	0.4	0.1	0.1	0.1	0.4	0.4	0.5	0.5		9.3
		Z88888	REPROGRAMMINGS	-0.2	0.3	0.0								0.1
	TOTAL FOR CLASS P			8.2	0.7	0.4	0.5	0.5	0.5	0.5	0.6	0.6	0.0	12.5
	TOTAL FOR AIRCRAFT C-20			8.2	0.7	0.4	0.5	0.5	0.5	0.5	0.6	0.6	0.0	12.5

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
C-25	P	9331	PRESIDENTIAL DATA S	65.7	59.2	23.2								148.1
		9709	GATM PHASE II	35.6	8.1	0.5								44.2
		99999S	SERVICE BULLETINS	3.8	0.0	2.0	0.9	1.0	1.0	1.0	1.0	1.0	0.0	11.7
		99999X	LOW COST MODIFICATI	3.0	0.2	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.0	3.9
		Z88888	REPROGRAMMINGS	0.0	1.8	1.8								3.6
	TOTAL FOR CLASS P			108.2	69.3	27.6	1.0	1.0	1.0	1.1	1.1	1.1	0.0	211.5
	TOTAL FOR AIRCRAFT C-25			108.2	69.3	27.6	1.0	1.0	1.0	1.1	1.1	1.1	0.0	211.5

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
C-40	P	99999S	SERVICE BULLETINS		0.1	0.1	0.1	0.1						0.3
		99999X	LOW COST MODIFICATI		1.9	0.1	0.1	0.1						2.2
	TOTAL FOR CLASS P			0.0	2.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	2.6
		Z88888	REPROGRAMMINGS		-1.8	0.0								-1.8
	TOTAL FOR CLASS			0.0	-1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-1.8
	TOTAL FOR AIRCRAFT C-40			0.0	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.7

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
C-130	P-S	99999A	LOW COST SAFETY MO			0.0	0.1	1.5	1.0	1.3	1.9	1.9		7.7
	TOTAL FOR CLASS P-S			0.0	0.0	0.0	0.1	1.5	1.0	1.3	1.9	1.9	0.0	7.7
	P	11130	PODDED RECONNAISS	9.5	5.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5		18.4
		17605B	AUTOPILOT/GCAS	252.8	2.6	1.4	0.5							257.2
		1800	Advanced Tactical Airborn		2.0									2.0
		18600B	ELECTRICAL SYSTEM U	92.7	3.4	0.6								96.6
		8220	ALR-69 (RWR)	49.0	0.4		15.8	38.9	53.1	41.1	20.7	9.0	3.1	231.2
		8385	AN/AAQ-22M (FLIR)	9.8	21.4	9.0								40.2
		8424	AEROSPACE RESCUE A	38.1	8.2	18.2								64.5
		8448	BLEED AIR DUCT REPL	6.3	0.0									6.3
		8455	INSTALLATION OF AN/A	38.0	17.6	2.9								58.5
		8517	C-130 AVIONICS MODE				50.6	87.7	188.0	357.7	427.4	417.7	1,325.2	2,854.2
		8520	NVIS	7.5	2.5	0.4								10.4
		8526	ENHANCED TCAS (TCA	124.5	34.4	3.6	13.8							176.3
		8561	SYNCHROPHASER WIR	14.1	2.6	2.2	1.8							20.7
		8577	ALE-47 CHAFF AND FLA	21.6	9.3	3.4								34.3
		8578	C-130 SYSTEMS/STRUC			8.4	7.2	11.0	12.5	12.8	22.0	13.7	13.3	100.9
		8591	ALR-69 UPGRADE				11.1	11.5	10.1	10.4	1.6			44.7
		8629	LARGE AIRCRAFT INFR	37.3	42.2	26.9	7.2	9.8	78.8	64.7	3.7	1.0		271.6
		8651	AAR-47 SENSOR UPGR		17.1	4.8	4.8							26.7
		8662	AETC MTD UPGRADES-			2.9								2.9
		8678	HC-130 SIMULATOR			0.7	29.5			0.2				30.4
		8726	USM-464 TESTER MODI		6.3		3.8							10.0
		9119	ARC-222 RADIOS	2.8	1.5									4.3

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
		9122	APN-241 RADAR - AFSO		5.7	2.0	4.3	0.6						12.6
		9123	AC-130 KILL CHAIN ARC				2.8							2.8
		9124	CENTER WING BOX, AF					11.3	13.4					24.8
		9126	AC-130 LINK 16 GUNSHI				24.4							24.4
		92291	HC-130J CONVERSION						0.5	21.4				21.8
		92292	C-130 WINDSCREEN					1.9						1.9
		92299	AFSOC SIMULATOR UP				4.2	1.0	2.7	0.6	0.1	0.2		8.7
		99999M	MISC SIMULATOR UPD				0.0	0.0	0.0	0.0	0.3	1.9		2.2
		99999S	SERVICE BULLETINS	0.4			0.0	0.0	0.0	0.0	1.9	1.9		4.2
		99999X	LOW COST MODIFICATI	7.1	1.0		0.0	1.8	1.8	1.8	1.9	1.9		17.5
		SCOUT	ANG SENIOR SCOUT	17.4	11.3	3.0	3.3	3.4	3.8	3.9	4.0	4.0		54.0
		Z88888	REPROGRAMMINGS	2.7	0.0	45.6								48.3
	TOTAL FOR CLASS P			731.7	194.9	136.4	185.6	179.4	365.1	515.1	484.1	451.9	1,341.6	4,585.7
	TOTAL FOR AIRCRAFT C-130			731.7	194.9	136.4	185.7	180.8	366.1	516.4	486.0	453.8	1,341.6	4,593.3

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
C-130J	P	_1377	BLOCK 5.4		9.6	32.2	6.0							47.8
		_1701	C-130J BLOCK 6.0 UPG			0.0	0.0	36.6	21.6	2.9				61.0
		_5222	BLOCK 8.0								22.1	53.2	36.0	111.3
		_6298	C-130J BLOCK 7.0 UPG						10.3	40.1	27.9	4.8		83.1
		8629	LARGE AIRCRAFT INFR								38.7	8.3		47.0
		99999X	LOW COST MODIFICATI		2.0	1.7	0.0	1.9	2.0	2.0	2.0	2.0		13.6
		Z88888	REPROGRAMMINGS		6.3	12.9								19.2
	TOTAL FOR CLASS P			0.0	17.9	46.9	6.0	38.5	33.9	45.0	90.7	68.3	36.0	383.1
	TOTAL FOR AIRCRAFT C-130J			0.0	17.9	46.9	6.0	38.5	33.9	45.0	90.7	68.3	36.0	383.1

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
C-135	P-S	99999A	LOW COST SAFETY MO	0.3	0.0	0.0	0.0	0.0						0.3
	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	0.3
	P	3009E	C-135 REENGINE	648.8	7.7									656.5
		9709	GATM PHASE II	261.2	104.3	33.0	77.7	69.3	70.5	80.4	97.9	96.7	328.7	1,219.8
		9738	CONTROL COLUMN BR		0.2	12.9	9.0	11.7	8.4	3.0				45.1
		9812	RADOME REPLACEMEN	2.9	2.1									5.0
		9813	AIRCRAFT LATRINE MO	4.9		2.6								7.4
		99999X	LOW COST MODIFICATI	10.9	2.0	2.0	2.0	0.7	0.7	0.4	0.0	1.6		20.3
		Z88888	REPROGRAMMINGS	0.1	-6.3	3.9								-2.3
	TOTAL FOR CLASS P			928.8	110.0	54.3	88.7	81.7	79.6	83.8	98.0	98.3	328.7	1,951.9
		9814	BOWST		8.8									8.8
	TOTAL FOR CLASS			0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.8
	TOTAL FOR AIRCRAFT C-135			929.0	118.8	54.4	88.7	81.8	79.6	83.8	98.0	98.3	328.7	1,961.1

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
CCALL	P	1001	COMPASS CALL				27.4	46.1	44.0	24.2	19.6	19.8		181.1
	TOTAL FOR CLASS P			0.0	0.0	0.0	27.4	46.1	44.0	24.2	19.6	19.8	0.0	181.1
	TOTAL FOR AIRCRAFT CCALL			0.0	0.0	0.0	27.4	46.1	44.0	24.2	19.6	19.8	0.0	181.1

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
C-29	P	C2901	CFIN A/C ATCALS			14.7	3.8							18.5
		Z88888	REPROGRAMMINGS			1.0								1.0
	TOTAL FOR CLASS P			0.0	0.0	15.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	19.5
	TOTAL FOR AIRCRAFT C-29			0.0	0.0	15.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	19.5

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
DARP	P	3009R	REENGINE	602.1	18.3	9.3								629.6
		4263	RIVET JOINT		63.6	74.7	76.5	79.2	92.9	95.8	98.3	99.4		680.4
		4265	COMBAT SENT		8.2	8.3	8.9	9.1	9.4	9.7	10.0	10.1		73.8
		4493	U-2 POWER	60.3	8.5	7.3								76.1
		6881	JTRS I&I							6.2	5.2	4.8		16.3
		Z88888	REPROGRAMMINGS	0.0	1.7	0.1								1.7
	TOTAL FOR CLASS P			662.3	100.3	99.7	85.5	88.4	102.4	111.7	113.4	114.3	0.0	1,478.0
	TOTAL FOR AIRCRAFT DARP			662.3	100.3	99.7	85.5	88.4	102.4	111.7	113.4	114.3	0.0	1,478.0

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
E-3	P	50001P	PDMA	20.3	2.8	0.5	5.2	1.9	2.7	2.7	2.7	2.8		41.7
		50001T	BLOCK 40/45 UPGRADE					76.0	162.0	143.2	281.4	327.0		989.7
		6881	JTRS I&I							17.6	3.6	7.2		28.4
		7225	NEXT GENERATION IDE									7.0		7.0
		7266	RADAR SYSTEM IMPRO	515.7	17.8	1.3								534.7
		7267	NAVWAR					3.9	4.2	7.2				15.3
		7268	INTEGRATED DAMA GA		6.4	16.9	34.7	31.4	32.7	25.2	8.2			155.4
		8662	AETC MTD UPGRADES-				0.1	0.5						0.6
		9707	RM&A MODS		21.6	14.5	9.3	22.0	9.5	31.2	88.1	63.2		259.4
		9709	E-3 AVIONICS MODERNI								33.3	11.9		45.2
		99999X	LOW COST MODIFICATI		0.0	0.0	0.0	0.0						0.0
		Z88888	REPROGRAMMINGS	-1.2	6.3	2.3								7.4
	TOTAL FOR CLASS P			534.8	54.9	35.5	49.3	135.8	211.0	227.1	417.4	419.1	0.0	2,084.8
	TOTAL FOR AIRCRAFT E-3			534.8	54.9	35.5	49.3	135.8	211.0	227.1	417.4	419.1	0.0	2,084.8

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
E-4	P	3410	NPES (NC2AIS) E-4B	4.5	0.5	0.5	0.6	0.6	0.6	0.6	0.7	0.7		9.3
		4381	E-4B NATIONAL AIRBOR		27.2	60.9	55.4	23.5						167.1
		4381B	E-4B NATIONAL AIRBOR					27.0	18.2					45.1
		4383	MESSAGE PROCESSIN	12.0		1.1								13.1
		4387	SENIOR LEADERS COM	25.0	16.9	18.5	16.8	6.5						83.7
		4388	VHF/FM	1.6	0.2									1.8
		4389	C-3 UHF DIGITIZATION						3.3	2.9				6.2
		4390	E-4B KG-3X MODERNIZ					1.5	0.1					1.6
		4391	SHF MUX UPGRADE					0.2	0.1					0.3
		9709	GATM PHASE II		1.3	7.9	7.9	5.0						22.1
		9709D	E-4B COMMUNICATION								5.8	20.3		26.1
		99999S	SERVICE BULLETINS	35.4	4.0	2.8	2.7	2.9	2.5		2.3	2.6		55.1
		99999X	LOW COST MODIFICATI	11.1	2.6	2.0	2.0	2.0	2.0		2.0	2.0		25.7
		Z88888	REPROGRAMMINGS	-4.4	4.0	6.6								6.2
	TOTAL FOR CLASS P			85.2	56.7	100.3	85.3	69.2	26.7	3.5	10.8	25.5	0.0	463.2
	TOTAL FOR AIRCRAFT E-4			85.2	56.7	100.3	85.3	69.2	26.7	3.5	10.8	25.5	0.0	463.2

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
E-8C	P	38200	RELIABILITY, MAINTAIN	33.5	11.5	4.8	1.5	4.1	3.7	4.7	4.8	4.9		73.4
		38201	CRP (COMPUTER REPL	157.5	12.6									170.1
		38202	CSACI (COMBINED SAT	8.3	9.6	35.8	11.0							64.6
		38203	KILL CHAIN ENHANCEM	6.2	0.7	1.1	2.9	3.3	4.6	5.1	5.4	5.5		34.8
		38205	JTRS INTEGRATION							11.8	12.9	10.9		35.6
		38206	Communications Navigati				0.1	5.2	36.5	16.2	16.6	16.6		91.2
		8662	AETC MTD UPGRADES-		6.9									6.9
		Z88888	REPROGRAMMINGS	-15.9	0.0	2.8								-13.1
	TOTAL FOR CLASS P			189.6	41.4	44.5	15.5	12.6	44.9	37.7	39.7	37.9	0.0	463.7
	TOTAL FOR AIRCRAFT E-8C			189.6	41.4	44.5	15.5	12.6	44.9	37.7	39.7	37.9	0.0	463.7

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
H-1	P-S	8751	UH-1N TAIL BOOM REP			0.4	2.6	4.8	3.8	3.8				15.2
	TOTAL FOR CLASS P-S			0.0	0.0	0.4	2.6	4.8	3.8	3.8	0.0	0.0	0.0	15.2
	P	_1135	UH-1N SIMULATOR UPG						8.6	0.5				9.1
		_2747	UH-1N HIGH BACK SEA		2.1									2.1
		_2802	HUEY II MODERNIZATIO		0.8	5.1	28.3	31.6	5.7	5.2	0.6	0.7		77.9
		7241	NIGHT VISION INSTRUM				1.0	2.7						3.7
		99999X	LOW COST MODIFICATI	1.7	0.4	0.5	0.5	0.7	0.6	0.3	1.5	1.5		7.7
		Z88888	REPROGRAMMINGS	0.1	0.0	0.5								0.7
	TOTAL FOR CLASS P			1.9	3.2	6.1	29.8	35.0	14.9	6.0	2.1	2.2	0.0	101.2
	TOTAL FOR AIRCRAFT H-1			1.9	3.2	6.5	32.4	39.8	18.7	9.7	2.1	2.2	0.0	116.5

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
HH-60	P	_1072	Dual Enginer Contingency			3.4	3.2	3.8	3.5	2.0				15.9
		6590	INSTALLATION OF SELF	30.0	5.0	3.4								38.4
		8258	FLIR	15.5	12.9	8.7								37.0
		8496	KIRTLAND SIM UPGRAD				11.4	3.3	19.0	0.5				34.2
		8560	SERVICE LIFE EXTENSI	3.3	0.5	3.2	0.4							7.4
		8563	LIGHTWEIGHT AIRBOR		2.8									2.8
		99999S	SERVICE BULLETINS								6.5	4.6		11.1
		99999X	LOW COST MODIFICATI	0.7	0.0	0.2	0.4	0.0	0.0	0.1				1.3
		ARR	701C ENGINE AND GEA	21.5		35.1	13.4	1.4	1.1					72.5
		T8415	UPGRADE COMMUNICA	73.5	24.8	33.5	21.9	5.4	3.8	2.0				164.9
		Z88888	REPROGRAMMINGS	0.6	0.0	8.6								9.3
	TOTAL FOR CLASS P			145.1	46.0	96.1	50.5	13.9	27.5	4.6	6.5	4.6	0.0	394.9
	TOTAL FOR AIRCRAFT HH-60			145.1	46.0	96.1	50.5	13.9	27.5	4.6	6.5	4.6	0.0	394.9

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
OTHER	P	_9783	Link-16 Support and Sust			6.5	3.0	2.7		9.5	9.7	9.8		41.2
		14212B	SUPPORT EQUIPMENT	0.3	0.1									0.4
		4501	EHF SATCOM					8.5	149.2	175.2	314.8	303.3	1,543.3	2,494.1
		8600	MISSILE LAUNCHER MO	1.1	0.5	0.0	0.4							2.0
		8666	PRECISION ATTACK SY	40.9	23.6	14.3	0.8	0.8	0.8	0.9	0.9	0.9		83.9
		8727	MH-53 IFF APX-118		3.9									3.9
		8728	DEPOT MAINTENANCE (	0.2	0.2	0.2	0.3	0.3	0.3	0.3				1.8
		8730	ROLL-ON BEYOND LINE			3.1		11.4	14.4	12.4	25.9	26.2		93.3
		9860	JOINT TACTICAL RADIO				42.6	156.8	225.5	367.3	334.9	363.7		1,490.8
		99999A	LOW COST SAFETY MO			0.0	0.3	0.3	0.2	0.2				0.9
		99999J	MISCELLANEOUS LOW	3.2	0.2	0.0	0.1							3.5
		99999X	LOW COST MODIFICATI			0.0	0.0	0.0	0.1	0.1				0.2
		CMWS	COMMON MISSILE WAR	0.0	0.0	0.2	0.2	0.3						0.8
		E900	E-9A TELEMETRY SYST		5.4	4.8	0.1	0.1						10.5
		E901	Sea Surveillance Radar U						4.2	5.1	0.1	0.1		9.5
		STNGR7	F-16 STING R7 POD UP			13.4	21.0	7.2						41.6
		T8137	UHF SATCOM UPGRAD	151.5	33.2	26.5	2.1	0.9						214.3
		TC100	TRANSFORMATION CO								25.7	75.8	411.6	513.0
		Z88888	REPROGRAMMINGS	-0.5	-0.4	2.5								1.5
	TOTAL FOR CLASS P			196.8	66.7	71.5	71.0	189.2	394.7	570.8	711.9	779.7	1,954.8	5,007.2
	TOTAL FOR AIRCRAFT OTHER			196.8	66.7	71.5	71.0	189.2	394.7	570.8	711.9	779.7	1,954.8	5,007.2

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 06 PB

02/16/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
PRDT	P	PRDLAS	PREDATOR LASER	24.7	0.1									24.8
		PRDT02	PREDATOR A/B MODIFI		13.6	31.3	30.3	22.1	20.9	21.7	22.3	22.5		184.7
		Z88888	REPROGRAMMINGS	0.2	0.0	0.1								0.3
	TOTAL FOR CLASS P			25.0	13.7	31.4	30.3	22.1	20.9	21.7	22.3	22.5	0.0	209.8
	TOTAL FOR AIRCRAFT PRDT			25.0	13.7	31.4	30.3	22.1	20.9	21.7	22.3	22.5	0.0	209.8

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 06 PB

02/16/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
CV-22	P	8791	BLOCK B UPGRADE							20.0	12.4	4.2		36.6
		99999X	LOW COST MODIFICATI			0.3	0.1	0.2	1.0	1.9	1.9	1.9		7.3
		Z88888	REPROGRAMMINGS		0.0	0.0								0.0
	TOTAL FOR CLASS P			0.0	0.0	0.3	0.1	0.2	1.0	21.9	14.3	6.1	0.0	43.9
	TOTAL FOR AIRCRAFT CV-22			0.0	0.0	0.3	0.1	0.2	1.0	21.9	14.3	6.1	0.0	43.9

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 06 P

02/16/2005

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
CLASSI	P	1001	COMPASS CALL		16.4	28.9								45.3
		Z88888	REPROGRAMMINGS	0.0	0.0	0.0								0.1
	TOTAL FOR CLASS P			0.0	16.4	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.4
	TOTAL FOR AIRCRAFT CLASSI			0.0	16.4	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.4

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-2				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$120.156	$94.533	$59.134	$195.759	$304.749	$112.882	$82.940	$120.899

This line item funds modifications to the B-2 aircraft. 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 in FY06 is the Link 16/CID/IFR. Specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	_7646	Proximity Sensor Logic Unit					2.3	3.0	1.7	0.2		7.2
	110024	ALTERNATE HIGH FREQU	5.8	6.4	10.3	11.9	10.1	8.1	8.0	6.4		101.3
	110025	MK82 JDAM / SMART BOM	15.1	10.2	1.4							38.0
	110026	EHF SATCOM							54.1	106.0		160.1
	110028	F118 DIGITAL ELECTRONI	2.9	2.2	1.1							10.4
	110030	AFT DECK CRACKS	24.8	5.5	0.3	0.1						30.7
	110031	MAINTENANCE TRAINER	12.2									18.8
	110032	LINK 16/CID/IFR	64.8	44.8	25.5	11.6	6.4					190.9
	110033	RADAR SYSTEM MODIFIC				169.9	274.2	86.9	9.7	0.7		541.4
	110035	SUPPORTABILITY MODS		9.7	4.1							13.8
	110037	ALTERNATE DOOR EDGE					8.5	11.6	5.7	4.7		30.4
	110039	OGADS Oxygen Monitor Co			5.7							5.7
	99999U	LOW COST RETROFIT MO	1.0	1.8	2.8	1.5	1.4	1.5	1.7	1.5		17.4
	99999X	LOW COST MODIFICATIO	1.1	1.0	3.7	0.8	1.8	1.9	2.0	1.5		21.6
	T8137	UHF SATCOM UPGRADE	1.5	6.7	4.2							83.7
	Z88888	REPROGRAMMINGS	-8.9	6.2								
TOTAL FOR CLASS P			120.2	94.5	59.1	195.8	304.7	112.9	82.9	120.9	0.0	1,271.3
TOTAL FOR WEAPON SYSTEM B-2			120.2	94.5	59.1	195.8	304.7	112.9	82.9	120.9	0.0	1,271.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 21	PAGE NO. 1	

Description/Justification

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 will reduce the man-hours required to maintain the aircraft's signature and increase Mission Capable (MC) rates. AHFM is being installed on the entire fleet. The material is 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 aircraft will receive the new material in 2011. The PDM schedule is volatile at best and changes often. Due to the structural modification being installed during PDM, there will be subsequent changes to the AHFM installation schedule on an as needed basis. The installation schedule is currently linked to the AHFM installation contract that is based on PDM PMOS-029.

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. Trial installation on AV-3 began in Jul 99. Range/flight test began in Sep 00 and was completed in Nov 00.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		25.982										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	6	16.563	2	2.023	2	2.214	3	3.378	2	2.404	2	2.437
EQUIP NONREC												
CHANGE ORDERS		5.130										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				1.546								
MOD OF SPARES								2.366				
SOFTWARE NONREC												
OGC										2.600		2.880

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-99 6 KITS	2	12.580	[1]									
FY-04 2 KITS			[1]	2.210	[2]	4.141						
FY-05 2 KITS							[2]	4.576				
FY-06 3 KITS									[3]	6.921		
FY-07 2 KITS											[2]	4.807
FY-08 2 KITS												
FY-09 2 KITS												
FY-10 1 KITS												
TOTAL INSTALL	2	12.580	2	2.210	2	4.141	2	4.576	3	6.921	2	4.807
TOTAL COST (BP-1100) (Totals may not add due to rounding)	6	34.273	2	5.779	2	6.355	3	10.320	2	11.925	2	10.124
INSTALLATION QTY	4		2		2		2		2		3	

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										25.982
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	2	2.639	1	1.421					20	33.079
EQUIP NONREC										
CHANGE ORDERS										5.130
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										1.546
MOD OF SPARES						3.046				5.412
SOFTWARE NONREC										
OGC		0.660		1.628		0.250				8.018
INSTALLATION OF HARDWARE										
FY-99 6 KITS									[3]	12.580
FY-04 2 KITS									[3]	6.351
FY-05 2 KITS									[2]	4.576
FY-06 3 KITS									[3]	6.921
FY-07 2 KITS									[2]	4.807
FY-08 2 KITS	[2]	4.803							[2]	4.803
FY-09 2 KITS			[2]	4.991					[2]	4.991
FY-10 1 KITS					[1]	3.072			[1]	3.072
TOTAL INSTALL	2	4.803	2	4.991	1	3.072			18	48.101
TOTAL COST (BP-1100) (Totals may not add due to rounding)	2	8.102	1	8.040		6.368			20	101.286
INSTALLATION QTY	2		2		1				20	

Method of Implementation: DEPOT

Initial Lead Time: 11 Months Follow-On Lead Time: 11 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
Contract Date (Month/CY)			04/01					05/04	03/05	01/06	04/07	01/08	01/09	03/10
Delivery Date (Month/CY)			03/02					04/05	02/06	12/06	03/08	12/08	12/09	02/11

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				2			1	1
Output																												1	1			1

	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	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		1	1		

Description/Justification

This effort modifies existing Bomb Rack Assemblies (BRA) to the Smart BRA configuration by adding MIL STD 1760 wiring and an individual Smart Bomb Rack Controller. B-2 integration of the MK-82 JDAM on the SBRA provides an all weather capability to deliver up to 80 near-precision guided munitions per sortie against multiple targets. The MK-82 JDAM combines a 500 lb MK-82 warhead with a tailkit that utilizes a Global Positioning System (GPS)/Inertial Navigation System (INS) guidance system to destroy multiple targets in a single pass. The ability to deliver MK-82 JDAMs from high altitude provides increased kills per sortie, while maintaining B-2 survivability. The use of MK-82 JDAMs in place of larger munitions minimizes collateral damage and increases strike effectiveness. The addition of MIL STD 1760 interfaces to the BRA provides expanded future weapon capability for the B-2. All 54 operational BRAs will be modified to the new configuration. Each B-2 may carry up to 4 SBRAs depending upon mission requirements. The production costs concurrent with EMD flight test were to support the lead times of hardware kits. There is low risk associated with this procurement since the flight test was primarily focused on the software modifications.

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

Development Status

Development was initiated with FY01 Congressional plus-up funds. Development entailed extensive software changes to the aircraft, flight test of the new software files, and modification of the B-2 mission planning system. Nine of the total 54 bomb racks were modified in development. The remaining 45 bomb racks are being modified during the production effort.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		149.909		0.269								
PROCUREMENT (3010)												
INSTALL KITS	12	10.463	22	13.864	11	8.603						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	1	0.851										
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-03 12 KITS			[12]	0.866								
FY-04 22 KITS			[5]	0.361	[17]	1.159						
FY-05 11 KITS					[7]	0.476	[4]	1.405				
TOTAL INSTALL			17	1.227	24	1.635	4	1.405				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	12	11.314	22	15.091	11	10.238		1.405				
INSTALLATION QTY			14		23		8					

Fact Sheet: B-2 MN-110025 MK82 JDAM / SMART BOMB RACK ASSEMBLY (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										150.178
PROCUREMENT (3010)										
INSTALL KITS									45	32.930
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[1]	0.851
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-03 12 KITS									[12]	0.866
FY-04 22 KITS									[22]	1.520
FY-05 11 KITS									[11]	1.881
TOTAL INSTALL									45	4.267
TOTAL COST (BP-1100) (Totals may not add due to rounding)									45	38.048
INSTALLATION QTY									45	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 11 Months Follow-On Lead Time: 10 Months

Milestones

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

Installation Schedule

	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
Input																		2	6	6	5	6	6	6	6	2		
Output																			6	6	6	6	6	6	6	3		

Description/Justification

Replaces the analog Engine Fan Temperature (EFT) Control, the Engine Monitoring System Processor (EMSP), and diagnostic systems with a single digital control along with applicable technical data and minor hardware. The Digital Engine Control (DEC) is a fan speed topper over the hydro mechanical core speed governor in the Main Engine Control (MEC) that duplicates the engine performance of the existing controls. Funding provided avoids aircraft being grounded starting in June 2005 due to lack of serviceable engine controls. No Group B required. There is no installation cost as it will be accomplished by Air Force personnel. The support equipment funds will be utilized to purchase DEC Functional Test Sets (DFTS) which are commercial-off-the-shelf (COTS) equipment unique to the B-2/F-118 engine, along with applicable technical data. All 21 aircraft will be modified during the production effort. There are 4 DECs per aircraft (84 total) and the 36 remaining DEC's are required to modify engine spares.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0, Total 21

Development Status

Development done under engine Component Improvement Program (CIP).

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		4.573										
PROCUREMENT (3010)												
INSTALL KITS	42	2.787	36	2.077	30	2.179	12	1.055				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.138										
SIM/TRAINER	1	0.313										
SUPPORT-EQUIP		0.965		0.700								
				0.150								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	42	4.203	36	2.927	30	2.179	12	1.055				

Fact Sheet: B-2 MN-110028 F118 DIGITAL ELECTRONIC CONTROL (DEC) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										4.573
PROCUREMENT (3010)										
INSTALL KITS									120	8.098
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.138
SIM/TRAINER									[1]	0.313
SUPPORT-EQUIP										1.665
										0.150
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									120	10.364

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 5 Months Follow-On Lead Time: 22 Months

Milestones

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

Description/Justification

This effort procures interim Inner Mold Line (IML) patch kits and Sensor Concepts Incorporated (SCI) Radars. Each B-2 has two titanium aft decks located aft of the engines that act as a fairing for the high temperature exhaust gases. As of 10 January 2005, there were 21 B-2s with one or more cracks, for a total of 558 cracks. Cracks pose a threat to the Radar Cross Section (RCS) of the aircraft if they grow too long. Continued and new crack growth may impact the integrity of adjacent structures having a serious impact on Mission Capable Rates (MCR). Three methods are currently being used to curtail the effects of the cracks until a long-term solution can be implemented: IML modifications, Outer Mold Line repairs, and removal and replacement of severely cracked decks with the few spare decks left in inventory. Each B-2 consists of 8 chevron bays and 4 triangle bays, each of which requires a unique IML patch kit. The procurement funds will be used to fully fund the production of 174 of the 194 required kits which includes 150 chevron bay kits, 22 triangle bays kits and 2 stiffner kits. Twenty kits were funded with the RDT&E funding for design and test purposes. Air Force personnel at Whiteman AFB will install most of the kits. Several installs will occur during routine maintenance activities to avoid additional downtime. Kits will be installed only when required. The install schedule is driven by the availability of the aircraft and the severity of the cracks. Ongoing monitoring of the situation may alter the order and timing of installation, thus the attached installation schedule is notional. Additionally, the SCI Radar will collect zonal RCS measurements of B-2 aircraft at Whiteman AFB, Forward Operating Locations, and Edwards AFB.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0, Total 21

Development Status

A root-cause analysis and full deck assessment have been accomplished and the development effort continues to evaluate the entire aft deck, develop long-term solution options, perform an analysis of alternatives, and upgrade the force management system.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		8.998		2.636				1.238				
PROCUREMENT (3010)												
INSTALL KITS			174	17.031								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP			[3]	6.675	[3]	5.202	[52]		[52]		[21]	
OGC				0.881				0.019				
INSTALLATION OF HARDWARE												
FY-04 174 KITS			[10]	0.250	[39]	0.250	[52]	0.256	[52]	0.100	[21]	
TOTAL INSTALL			10	0.250	39	0.250	52	0.256	52	0.100	21	
TOTAL COST (BP-1100) (Totals may not add due to rounding)			174	24.837		5.452		0.275		0.100		
INSTALLATION QTY			10		39		52		52		21	

Fact Sheet: B-2 MN-110030 AFT DECK CRACKS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										12.872
PROCUREMENT (3010)										
INSTALL KITS									174	17.031
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP									[128]	11.877
OGC										0.900
INSTALLATION OF HARDWARE										
FY-04 174 KITS									[174]	0.856
TOTAL INSTALL									174	0.856
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									174	30.664
INSTALLATION QTY									174	

Method of Implementation: COMBINATION

Initial Lead Time: 1 Months Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

	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
Input									1	8	1	0	0	13	13	13	13	13	13	13	13	13	13	13	12	9		
Output										1	6	3	0	13	13	13	13	13	13	13	13	13	13	13	12	9		

Description/Justification

This effort modifies the B-2 Maintenance Training System. The Maintenance Training System (MTS) includes, but is not limited to, Cockpit Procedures Trainers (CPTs), Weapons Loading Trainer (WLT), Computerized Maintenance Training Systems (CMTSs), Weapons Systems Training Aids (WSTAs), Crew Escape System Maintenance Trainer (CESMT), Flight Control System Maintenance Trainer (FCSMT), and a Technical Library (TL). This effort includes, but is not limited to, updates to items such as training system hardware, software, courseware, academics, instructional design environment, documentation, and the training system support center. These upgrades are ongoing and necessary to ensure concurrency with the B-2 weapon system and to meet new operational training requirements. The quantities and delivery dates have not been included because the MTS upgrade program is purchasing such a wide variety of items.

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

Development Status

None

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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		6.600		12.180								
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		6.600		12.180								
INSTALLATION QTY												

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										18.780
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										18.780
INSTALLATION QTY										

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 28 Months Follow-On Lead Time: 24 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 Link 16/Center Instrument Display (CID)/In-Flight Replanner (IFR) Program adds a Link 16 capability to the B-2, a modern 8x10 inch display of information and other data, and the capability for the aircrew to replan in-flight mission segments based on target and threat changes. Link 16 is a secure and anti-jam DOD standardized Tactical Digital Information Link - J (TADIL-J). Link 16 provides a tactical secure digital data communications link to improve situational awareness for the crew. Link 16 capability will include the integration of a Government Furnished Property (GFP) Link 16 Multifunctional Information Distribution System (MIDS) terminal, a new antenna, cables, filters, and other associated hardware. Also in support of the Link 16/CID/IFR capability, a control and display unit, the aircraft batteries, the ground-based mission planning system, and the ground-based B-2 training system will be upgraded. New aircraft software, as well as upgrades to the existing software will be incorporated. One kit will be purchased with Engineering and Manufacturing Development (EMD) funds to accomplish development testing and evaluation (DT&E) and one partial kit will be acquired bring the EMD kit to a production configuration. The Link 16 program will bring the training system, including all aircrew and maintenance trainers (including the Weapons Load Trainer) to full Link 16/CID/IFR capability. To do this, the training system must be rehosted on new general-purpose computers to provide improved capacity. Other Government Cost (OGC) funding includes proposal preparation and Link 16 MIDS terminal support in. The modification kits will be delivered 30 days before the modification of each aircraft begins. The first 3 production kits will be EMD test strings retrofitted to a production representative kit and installed during Period Depot Maintenance (PDM) with procurement funds. The aircraft PDM installation schedule is notional, which has led to a contract restructure now in progress. As the contract is negotiated, installs will occur. In FY05 - FY08, funding will be in both the B-2 Program Element Code (PEC), PE 11127F and in the Tactical Data Networks (TDN) System Program Office (SPO) PEC, PE 27446F.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0, Total 21

Development Status

EMD began in FY00 and will end in FY06. FY04 and FY05 funding supports flight test costs (both AF and contractor).

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		174.788		33.059		0.000						
PROCUREMENT (3010)												
INSTALL KITS			9	28.962	8	16.574	4	8.648				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC								1.146				
CHANGE ORDERS												
DATA		2.887						0.158				
SIM/TRAINER		32.709		35.620		14.135		2.427				4.094
SUPPORT-EQUIP						0.682						
OGC		2.060		0.202		5.200		2.200		0.700		2.339
PMA												
OTHER												

Fact Sheet: B-2 MN-110032 LINK 16/CID/IFR (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-04 9 KITS					[2]	8.255	[6]	10.944	[1]	0.840		
FY-05 8 KITS									[8]	6.722		
FY-06 4 KITS									[4]	3.361	[0]	
TOTAL INSTALL					2	8.255	6	10.944	13	10.923		
TOTAL COST (BP-1100) (Totals may not add due to rounding)		37.656	9	64.784	8	44.846	4	25.523		11.623		6.433
INSTALLATION QTY					2		6		13			

Fact Sheet: B-2 MN-110032 LINK 16/CID/IFR (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										207.847
PROCUREMENT (3010)										
INSTALL KITS									21	54.184
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										1.146
CHANGE ORDERS										
DATA										3.045
SIM/TRAINER										88.985
SUPPORT-EQUIP										0.682
OGC										12.701
PMA										
OTHER										
INSTALLATION OF HARDWARE										
FY-04 9 KITS									[9]	20.039
FY-05 8 KITS									[8]	6.722
FY-06 4 KITS									[4]	3.361
TOTAL INSTALL									21	30.122
TOTAL COST (BP-1100) (Totals may not add due to rounding)									21	190.864
INSTALLATION QTY									21	

Method of Implementation: CONTRACT FIELD TEAM

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

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)						06/04	10/04	10/05
Delivery Date (Month/CY)						12/05	04/06	04/07

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	2	3
Output																											1	1				2

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

Description/Justification

This modification covers programs such as: Blade Seal Incorporation into PDM, Thin to Thick Tape, Nozzle Bay Door (NBD) Fix, Implementation and Intermediate Section (IMS) Door Redesign, Improved Kapton, Tile Adhesive, and Air Force Resin PEPA (Phenylethynyl Phthalic Anhydride) (AFRPE) as well as other Low Observable (LO) modifications. The Blade Seal program addresses the current repair and replacement of AHFM Blade Seals. Currently, Blade Seals within the AHFM footprint are coated with no gap between the doors and the Blade Seal. This results in a very difficult Remove & Replace (R&R) process. This program would change the engineering drawings and PDM work specification to alter where the Magnetic Radar Absorbing Material (MAGRAM) is sprayed to achieve a controlled gap in these areas, minimizing the time needed to R&R. The current Nozzle Bay Door configuration results in a large Radar Cross Section (RCS) impact. The gaps on the door are filled with a fairing material, and then recoated with paint. The combination of fairing material and paint does not perform its intended function and an alternate material configuration is required. Based on historical data, MS-182 (thick tape) is not prone to cracking and tenting. Replacement of MSA-936 (Thin Tape) with MS-182 in the upper and lower forward center section (FCS), 280 mate, engine door vents, lower aft center section (ACS) and the backbone will reduce the aircraft signature degradation caused by thin tape. Modification drawings will be created to show the removal requirements for the MSA-936 tape system and the installation requirements for the MS-182 tape system. The IMS doors are the third highest signature driver for the fleet. The IMS Door Redesign program will transition the NBD design to the remaining eight IMS doors/aircraft. Installations will be performed by Wing personnel.
Improved Kapton, Tile Adhesive and AFRPE will be developed under the Advanced Hot Trailing Edge RDT&E program. The currently installed Kapton material is failing on fielded aircraft causing signature degradation and increased maintenance. Tile Adhesive would replace and improve the current adhesive to reduce maintenance hours. AFRPE is a new glass coating that would reduce maintenance hours. These programs would change the engineering drawings and PDM work specification to alter where the current materials are located.
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 21 aircraft.
Various lead times are required for the different modifications causing various contracting and delivery dates.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0, Total 21

Development Status

None.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS						5.642		3.257				
KITS NONRECUR						1.750						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA						2.304						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALL								0.891				

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

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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)						9.696		4.148				
INSTALLATION QTY												

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										8.899
KITS NONRECUR										1.750
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										2.304
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALL										0.891
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										13.844
INSTALLATION QTY										

Method of Implementation: DEPOT/FIELD TEAM

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

Milestones

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

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			
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 B-2 OGADS is a new start program, which is a self-constrained system that uses air from the Environmental Control System (ECS) to produce breathing quality oxygen enriched gas for the flight crew. The existing Oxygen Generation and Distribution System (OGADS) concentrator assembly contains obsolete and unrepairable fluidic technology within the composition monitor. The fluidic ciruitry is highly susceptible to water intrusion, and the contract repair source has notified the Air Force by letter that repair to this composition monitor would cease to exist July 04. The Oxygen Generator is a mission cirtical system and if this proposed upgrade is not incorporated, aircraft grounding is inevitable. The B-2 OGADS upgrade will consist of the incorporation of the latest oxygen monitor controller technology and immobilized molecular sieve beds. The upgrade will exchange the fluidic circuitry in the composition monitor for modern electronic monitorng technology, thus resolving both the water intrusion and repair capability issues. This system is a critical life support system required for wartime and training missions. The inability to repair, overhaul and maintain OGADS components will soon result in the depletion of spares in supply ultimately impacting the fleet's mission capability. The OGADS has become unrepairable due to obsolescence and diminishing skills necessary to repair the existing system.

Aircraft Breakdown: Active 21, Reserve , ANG , Total 21

Development Status

The OGADS redesign effort began 16 Mar 2004 and will be completed 31 Dec 2005 with two qualification units and analysis and testing completed. The FY04 MSD funds are on contract to accomplish Phase I of the redesign effort and the remaining redesign/analysis phase has been validated for FY05 MSD funding to complete the redesign and be poised for the production phase. The FY06 3010 funds will be used to purchase kits and modify selected spares.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							21	3.669				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.377				
SIM/TRAINER							[35]	0.315				
SUPPORT-EQUIP												
MOD OF SPARES								0.946				
OGC								0.399				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							21	5.706				

Fact Sheet: B-2 MN-110039 OGADS Oxygen Monitor Controller Upgrade (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									21	3.669
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.377
SIM/TRAINER									[35]	0.315
SUPPORT-EQUIP										
MOD OF SPARES										0.946
OGC										0.399
TOTAL COST (BP-1100)									21	5.706
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months Follow-On Lead Time: 0 Months

Milestones

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

Description/Justification

This program procures kits to incorporate low cost engine improvements such as, but not limited to the following: Pyrometer Improvement improves reliability of a high maintenance driver. Fan 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. Extend Mission Oil Tank increases aircraft engine run time during long missions. High Pressure Turbine C-clip back off fix redesign prevents turbine failures and extents engine life. Turbine Frame oil tube improvements reduces unscheduled engine removes and potential engine oil fires. #3 and #4 Nitride bearing improvement reduces engine removals. Stage 1 fan blade redesign reduces unscheduled engine removals from foreign object damage. This program will also include other low cost initiatives as required.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0, Total 21

Development Status

None

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		4.274		0.956		1.838		2.816		1.466		1.359
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.035										
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		4.309		0.956		1.838		2.816		1.466		1.359
INSTALLATION QTY												

Fact Sheet: B-2 MN-99999U LOW COST RETROFIT MODS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT		1.454		1.731		1.479				17.373
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.035
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		1.454		1.731		1.479				17.408
INSTALLATION QTY										

Method of Implementation: CONTRACTOR FACILITY

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
Contract Date (Month/CY)		
Delivery Date (Month/CY)		

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																																
Output																																

	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			
Quarter	1	2	3	4
Input				
Output				

Description/Justification

These funds are required to support B-2 modifications low in cost, but essential to the B-2 baseline aircraft. The mods being accomplished include, but are not limited to the following: Actuator Remote Terminal, Time Transfer Unit on Aircraft Power, Enhanced Diagnostic Aid EDNA, Weapons Bay Video Camera, Back Up MAGR, Intercom Jack, MDU Glare Shield, Flight Deck Power Plug, Bulkhead Connector, Pump Panel, Fold Down Table, Microwave Oven, Digital Video Recorder, and Overflow Tank Drain. The funds will be used to cover other low cost aircraft mods as they are identified.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0, Total 21

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		7.831		1.053		1.040		3.714		0.765		1.818
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		7.831		1.053		1.040		3.714		0.765		1.818
(Totals may not add due to rounding)												
INSTALLATION QTY												

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT		1.913		1.957		1.479				21.570
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)		1.913		1.957		1.479				21.570
INSTALLATION QTY										

Method of Implementation: CONTRACTOR FACILITY

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
Contract Date (Month/CY)		
Delivery Date (Month/CY)		

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																																
Output																																

	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			
Quarter	1	2	3	4
Input				
Output				

Description/Justification

This effort replaces the current Ultra High Frequency/Very High Frequency (UHF/VHF) line-of-sight (ARC-215) radios with the Airborne Integrated Terminal (AIT) radio (2 per shipset bought under the AITG program and installed by user) along with a newly developed RF switch/bus unit (RFSU) and LNA (low noise amplifier)/Diplexer. The existing UHF low observable (LO) antenna will also be replaced with an improved gain UHF SATCOM antenna. This upgrade will provide Air Combat Command (ACC) with secure, long range voice and data SATCOM capability, as well as interoperability with other Have Quick II users (allowing the B-2 to participate as part of the total force package) and 8.33KHz spacing on VHF for Eurocontrol. The LO antenna RFSU and LNA/Diplexer development risk is low. Installation costs are included in the acquisition costs of the kits. In addition to the Kit buys and installation costs, the following describes some of the other significant buys for the program: in FY98 the Weapon System Trainers and the Mission Trainer were upgraded and the associated training materials bought ($6.8M); one P3 Simulator/Trainer was bought in FY03 for $6.0M; also in FY03, four TM 5100A Theodolite systems and one LTD800 Laser Tracking System were purchased ($0.476M). MILSATCOM terminals (PE 33601) provided the following funding: FY01 - $9.158M; FY02 - $10.895M; FY03 - $1.5M. MILSATCOM is also planning to provide additional funding of $8.947M in FY04 (NOTE: the entire budget for the four (4) A/C install costs (these 4 A/C are not included in the 16 A/C total reported in this P3A) and $2.0M in FY05. The UHF SATCOM program is currently undergoing an installation restructure due to PDM schedule changes.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0, Total 21

Development Status

The development effort was initiated with FY98 Congressional plus-up funds appropriated for upgrades to improve the deployability, survivability, and maintainability of the B-2 fleet. Development contract was definitized 4 Nov 1998. One (1) aircraft was upgraded during development.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		116.735		0.105								
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR		2.630										
EQUIPMENT	20	47.698		1.485								
EQUIP NONREC		0.477										
CHANGE ORDERS												
DATA												
SIM/TRAINER	3	12.794										
SUPPORT-EQUIP	10	4.000										
OGC		3.728										
INSTALLATION OF HARDWARE												
FY-01 4 KITS												
FY-02 8 KITS					[8]	5.342						
FY-03 8 KITS					[2]	1.336	[6]	4.173				
TOTAL INSTALL					10	6.678	6	4.173				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	20	71.327		1.485		6.678		4.173				
INSTALLATION QTY					10		6					

Fact Sheet: B-2 MN-T8137 UHF SATCOM UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										116.840
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										2.630
EQUIPMENT									20	49.183
EQUIP NONREC										0.477
CHANGE ORDERS										
DATA										
SIM/TRAINER									[3]	12.794
SUPPORT-EQUIP									[10]	4.000
OGC										3.728
INSTALLATION OF HARDWARE										
FY-01 4 KITS										
FY-02 8 KITS									[8]	5.342
FY-03 8 KITS									[8]	5.509
TOTAL INSTALL									16	10.851
TOTAL COST (BP-1100) (Totals may not add due to rounding)									20	83.663
INSTALLATION QTY									16	

Method of Implementation: COMBINATION

Initial Lead Time: 21 Months Follow-On Lead Time: 21 Months

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)					12/01	11/02	03/03
Delivery Date (Month/CY)					09/03	08/04	12/04

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																																
Output																																

	FY-05				FY-06				FY-07			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input	2	4	3	1		3	2	1				
Output	1	3	3	2		2	2	2		1		

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-1				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$99.427	$8.689	$27.875	$80.600	$100.889	$124.427	$187.725	$112.595

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 FY06 is the continuation of the Avionics Computer effort. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	_2134	Integrated Data Acquisition	0.8									4.2
	_3944	ALQ-161A PREPROCESSO			11.6	9.8	15.2	3.3				40.0
	_9035	ALQ-161A Waveform Gener								10.8	65.6	76.4
	_9766	ALQ-161A Advanced Tracke							5.5	2.2	9.1	16.8
	4252	AVIONICS COMPUTERS	32.6	1.4	0.0							108.9
	4280	FULLY INTEGRATED DATA				6.8	6.3	7.5	9.9	9.3	8.9	48.7
	4284	CITS UPGRADE				8.1	14.6	7.2	1.4			31.3
	4285	INS/GSS UPGRADE				16.0	14.1	14.2	9.1	0.5		53.9
	5013	RF TOWED DECOY SYSTE	2.7									128.6
	5047	SIMULATOR UPDATES	0.3	0.4								12.2
	5048	WIND CORRECTED MUNIT	20.6		4.0							36.8
	5819	ENGINE UPGRADE	0.1	1.0	0.1	0.1	0.3	0.5	2.0			3.9
	5820	COMMUNICATION UPGRA	1.3	0.1	0.3	0.1	0.3	0.5	2.0			4.4
	5821	DEFENSE AVIONICS UPG	0.1	1.3	0.1	0.1	0.3	0.5	2.0			4.1
	5822	WEAPONS UPGRADE	0.1	0.1	0.1	0.1	0.3	0.5	2.0			2.9
	6039	F101 DIGITAL ENGINE CO	5.8									23.1
	6881	JTRS I&I				20.8	19.5	20.3	25.5	20.3	17.5	123.9
	7152	AVIONICS UPGRADE	0.1	0.1	0.3	0.1	0.3	0.5	2.0			3.2
	7242	AN/ALQ-161A BAND 8 RF S			9.1	8.1	6.4	8.0	5.1			36.7

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 22	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-1				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$99.427	$8.689	$27.875	$80.600	$100.889	$124.427	$187.725	$112.595

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 FY06 is the continuation of the Avionics Computer effort. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
	8411	RADAR IMPROVEMENT UP						41.6	75.5	50.3	67.5	234.9
	8421	LINK 16	0.5									29.3
	8525	AN/ALQ-161A JAMMER ALL		0.5	0.8							3.1
	8970	AN/ALQ-161A TAIL WARNI	16.3	1.6								17.9
	8971	VERTICAL SITUATION DIS				10.0	22.9	19.4	43.8	4.8	10.6	111.6
	8972	AUTOMATIC TEST EQUIP	7.7	0.4								17.9
	8973	LOWER RUDDER HYDRAU	1.0									2.2
	8977	Utility Power Distribution Pan			1.1	0.9						1.9
	92294	TARGETING POD								14.1	60.0	74.0
	99999X	LOW COST MODIFICATIO	0.1	1.4	0.3	0.1	0.3	0.5	2.0	0.3		6.0
	Z88888	REPROGRAMMINGS	9.8	0.6								
TOTAL FOR CLASS P			99.7	9.0	28.0	81.1	100.9	124.4	187.7	112.6	239.2	1,258.9
TOTAL FOR WEAPON SYSTEM B-1			99.7	9.0	28.0	81.1	100.9	124.4	187.7	112.6	239.2	1,258.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 22	PAGE NO. 2	

Description/Justification

Modification provides for installation of Integrated Data Acqusition Recorder System (IDARS). IDARS provides commonality with KC135. Improves survivability, reliability, and maintainability. Field-Level installation.

Aircraft Breakdown: Active 67, Reserve 0, ANG 0, Total 67

Development Status

Development began in FY03

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	60	3.099	7	0.362								
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.138		0.423								
SIM/TRAINER												
SUPPORT-EQUIP		0.133										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	60	3.370	7	0.785								

Fact Sheet: B-1 MN-_2134 Integrated Data Acquisition Recorder System (IDARS) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									67	3.461
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.561
SIM/TRAINER										
SUPPORT-EQUIP										0.133
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									67	4.155

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 10 Months Follow-On Lead Time: 0 Months

Milestones

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

Description/Justification

Modification replaces the existing, obsolete ALQ-161A computer processor with the same form/fit computer used in the B-1 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 the computer upgrade computers, elimination of diminishing manufacturing source issues with the current 1980 vintage computer, and use of modern software development tools.

Aircraft Breakdown: Active 67, Reserve 0, ANG 0, Total 67

Development Status

Development began in FY04. The development funding from FY06-09 is for a software rehost effort.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				10.926		11.373		15.111		11.529		11.625
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							15	5.000	16	5.450	29	9.493
EQUIP NONREC												
CHANGE ORDERS								0.350		0.550		0.750
DATA								0.750		0.260		0.200
SIM/TRAINER							[18]	2.650	[4]	0.578	[5]	0.650
SUPPORT-EQUIP								0.806		0.900		1.750
MOD OF SPARES								1.575		1.600		1.540
OGC								0.500		0.500		0.850
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							15	11.631	16	9.838	29	15.233

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		10.911								71.475
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	7	2.250							67	22.193
EQUIP NONREC										
CHANGE ORDERS										1.650
DATA										1.210
SIM/TRAINER									[27]	3.878
SUPPORT-EQUIP										3.456
MOD OF SPARES		0.750								5.465
OGC		0.300								2.150
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	7	3.300							67	40.002

Method of Implementation: ORG/INTERMEDIATE

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
Contract Date (Month/CY)				02/06	12/06	12/07	12/08
Delivery Date (Month/CY)				08/07	06/08	06/09	06/10

Description/Justification

This modification increases the B-1's conventional weapons capability by upgrading avionics computer units (ACUs) and Data Transfer Units (DTUs) along with related support equipment. This increases data processing capability and significantly improves long term supportability. The upgrade also enables simultaneous carriage of up to 3 different weapon types (weapon flexibility) and greatly reduces the software maintenance costs. Sixty-Seven kits for the aircraft are being procured. This modification is managed with the WCMD integration (MN-5048) [i.e. Same contract, same contractor, etc...]. Diminished Manufacturing Sources (DMS) funding procured computer chips and components for all 67 modification kits to prevent loss of the manufacturing source due to the manufacturer moving to the next technology insertion cycle. Lead time for computer purchase is 17 months, Boeing initiated purchase of second lot buy of computers which accounts for 12 month delivery for FY03.

For programmatic reasons, FY05 installs will be funded with with FY03 dollars ($4.818M).

An FY04 Congressional add to reconstitute seven (7) aircraft covers the cost to procure and install kits for reconstitiuted aircraft; those FY04 funds will procure 7 computer kits in 2004 and install them in 2006 ($2.070M).

Aircraft Breakdown: Active 67, Reserve 0, ANG 0, Total 67

Development Status

EMD started in FY97. EMD completed second quarter of FY03.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		238.384										
PROCUREMENT (3010)												
INSTALL KITS	44	5.369	23	2.269								
KITS NONRECUR												
EQUIPMENT	44	35.671	[23]	12.828								
EQUIP NONREC		6.053		6.578								
CHANGE ORDERS		0.420		1.968		0.647						
DATA		0.052				0.775						
SIM/TRAINER	11	2.186										
SUPPORT-EQUIP		0.231										
OGC		3.257		0.926								
DMS (Diminished Manfacturing Sources)		13.085										

Fact Sheet: B-1 MN-4252 AVIONICS COMPUTERS (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-00 6 KITS	6	3.327										
FY-02 10 KITS	2	0.823	[8]	1.656								
FY-03 28 KITS		4.424	[21]	4.347	[7]	0.000						
FY-04 23 KITS			[0]	2.046	[16]	0.000						
FY-05 0 KITS							[7]	0.000				
TOTAL INSTALL	8	8.574	29	8.049	23		7					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	44	74.898	23	32.618		1.422						
INSTALLATION QTY	8		29		23		7					

Fact Sheet: B-1 MN-4252 AVIONICS COMPUTERS (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										238.384
PROCUREMENT (3010)										
INSTALL KITS									67	7.638
KITS NONRECUR										
EQUIPMENT									[67]	48.499
EQUIP NONREC										12.631
CHANGE ORDERS										3.035
DATA										0.827
SIM/TRAINER									[11]	2.186
SUPPORT-EQUIP										0.231
OGC										4.183
DMS (Diminished Manfacturing Sources)										13.085
INSTALLATION OF HARDWARE										
FY-00 6 KITS									[6]	3.327
FY-02 10 KITS									[10]	2.479
FY-03 28 KITS									[28]	8.771
FY-04 23 KITS									[16]	2.046
FY-05 0 KITS									[7]	
TOTAL INSTALL									67	16.623
TOTAL COST (BP-1100) (Totals may not add due to rounding)									67	108.938
INSTALLATION QTY									67	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 17 Months Follow-On Lead Time: 17 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
Contract Date (Month/CY)									11/99		03/02	03/03	10/03
Delivery Date (Month/CY)									04/01		08/03	08/04	03/05

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		
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	3	5	6	8	10	10	6	4	3	4	3		
Output										1			2			1	2	7	8	9	11	7	6	3	5	5		

Description/Justification

This modification installs the Navy AN/ALE-50(V)-1 Towed Decoy System (TDS) on the B-1B. The major components of the TDS include 2 launcher controllers, 2 launchers with magazines and canisters, and 8 AN/ALE-50 decoy rounds. TDS will employ the AN/ALE-50 as a repeater decoy to improve the survivability of the B-1B against select threat systems. Prior to FY99, program funded within PE 0207442F. The Group B required to fill the last 10 aircraft was removed from previously modified aircraft that have been placed in long term storage. Total Group A Kits procured was 79, only 77 were installed- 2 kit installations have been deferred due to B-1 consolidation decision. The 77 installations are derived from 67 Group A kits used to support the Active Fleet and 10 that were installed on aircraft now in storage.

Note: Refurb funds in FY04 reflect funds required to bring the TDS up to operational condition on one aircraft removed from AMARC when decision made to retain 67 aircraft in active fleet vs. previously planned 60 aircraft fleet.

Aircraft Breakdown: Active 67, Reserve 0, ANG 0, Total 67

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		29.715										
PROCUREMENT (3010)												
INSTALL KITS	79	47.772										
KITS NONRECUR		5.863										
EQUIPMENT	84	43.984										
EQUIP NONREC												
CHANGE ORDERS		0.961		0.053								
DATA		0.394										
SIM/TRAINER												
SUPPORT-EQUIP		1.014										
REFURB				0.500								
OGC		8.402										
GFP		0.409										
FLIGHT TEST		0.535										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	79	126.096		2.662								

Fact Sheet: B-1 MN-5013 RF TOWED DECOY SYSTEMS ALE-50 (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										29.715
PROCUREMENT (3010)										
INSTALL KITS									79	47.772
KITS NONRECUR										5.863
EQUIPMENT									[84]	43.984
EQUIP NONREC										
CHANGE ORDERS										1.014
DATA										0.394
SIM/TRAINER										
SUPPORT-EQUIP										1.014
REFURB										0.500
OGC										8.402
GFP										0.409
FLIGHT TEST										0.535
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									79	128.758

Method of Implementation: ORG/INTERMEDIATE

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

Milestones

	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)		12/96	12/96	12/97	12/98	12/99	01/01	12/01
Delivery Date (Month/CY)		04/98	04/98	04/99	04/00	04/01	05/02	04/03

Description/Justification

Modify up to 47 1760 Enhanced Conventional Bomb Module (SECBM) through the addition of MIL-STD hardware to integrate Wind Corrected Munitions Dispenser (WCMD) on the B-1B. This modification provides B-1B the capability to integrate WCMD on the aircraft. It will leverage previous MIL-STD 1760 development efforts performed for CMUP JDAM integration. Three WCMD kits support the B-1B Block E Required Available Assets (RAA) requirement. WCMD capability was tested as part of the avionics computer upgrade Development Test & Evaluation flight test program. RDT&E (3600) funding was carried through FY03 to cover the WCMD portion of the avionics computer upgrade flight test program. This modification was managed with the avionics computer upgrade (MN-4252) [i.e. same contract, same contractor, etc...]. The SECBMs are interchangeable between aircraft; each B-1 can carry up to 3 SECBMs.

FY03 and FY04 funds under "Equipment Non-Recurring" are for a pending Below Threshold Reprogramming action.

Aircraft Breakdown: Active 67, Reserve 0, ANG 0, Total 67

Development Status

EMD started in FY96 and completed in FY03.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		75.439										
PROCUREMENT (3010)												
INSTALL KITS	15	4.523	[32]	8.349								
KITS NONRECUR												
EQUIPMENT	15	4.928	32	6.826								
EQUIP NONREC		2.330		3.239								
CHANGE ORDERS				0.876				0.000				
DATA		0.176		0.090				0.017				
SIM/TRAINER												
SUPPORT-EQUIP				0.000								
OGC		0.008		1.176								
GFE				0.000								
INSTALLATION OF HARDWARE												
FY-00 3 KITS	3	0.278										
FY-03 12 KITS							[12]	1.095				
FY-04 32 KITS							[32]	2.875				
TOTAL INSTALL	3	0.278					44	3.970				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	15	12.243	32	20.556				3.987				
INSTALLATION QTY	3						44					

Fact Sheet: B-1 MN-5048 WIND CORRECTED MUNITIONS DISPENSER (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										75.439
PROCUREMENT (3010)										
INSTALL KITS									[47]	12.872
KITS NONRECUR										
EQUIPMENT									47	11.754
EQUIP NONREC										5.569
CHANGE ORDERS										0.876
DATA										0.283
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										1.184
GFE										
INSTALLATION OF HARDWARE										
FY-00 3 KITS									[3]	0.278
FY-03 12 KITS									[12]	1.095
FY-04 32 KITS									[32]	2.875
TOTAL INSTALL									47	4.248
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									47	36.786
INSTALLATION QTY									47	

Method of Implementation: CONTRACT FIELD TEAM

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

Milestones

	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04
Contract Date (Month/CY)						11/99				06/04
Delivery Date (Month/CY)						05/01				12/05

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																												1			2	
Output																													1		2	

	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
Input														8	14	22				
Output														3	11	11	19			

Description/Justification

To provide means to maintain, enhance and/or support the numerous components of the GE F101 and supporting system in the B-1. This mod includes miscellaneous small modifications to improve performance and reduce maintenance requirements for engines. FY04 funds are for the Engine Bleed Air Distribution System (EBADS) mod. Due to the numerous small modifications included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification.

Aircraft Breakdown: Active 67, Reserve , ANG , Total 67

Development Status

As Required

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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				0.034		1.000		0.073		0.010		0.330
TOTAL COST (BP-1100)				0.034		1.000		0.073		0.010		0.330
(Totals may not add due to rounding)												

Fact Sheet: B-1 MN-5819 ENGINE UPGRADE (Continued)
(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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		0.487		1.999						3.933
TOTAL COST (BP-1100)		0.487		1.999						3.933
(Totals may not add due to rounding)										

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)															

Description/Justification

To provide means to maintain, enhance and/or support the growing data, voice, link, and E-tool systems and networks on the B-1 that are vital to continued success as the premier rapid, responsive, precision firepower and ground dominance platform. This mod includes miscellaneous small modifications to improve performance and reduce maintenance requirements for communications systems. Due to the numerous small modifications included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification. The FY04 funds will procure center map display mounts.

Aircraft Breakdown: Active 67, Reserve 0, ANG 0, Total 67

Development Status

as required

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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												
				1.252		0.010		0.350		0.010		0.330
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				1.252		0.010		0.350		0.010		0.330

Fact Sheet: B-1 MN-5820 COMMUNICATION UPGRADE (Continued)
(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										
		0.487		1.999						4.438
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		0.487		1.999						4.438

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)															

Description/Justification

To provide means to maintain, enhance and/or support the numerous Line Replaceable Units (LRUs), Shop Replaceable Units (SRUs) and supporting infrastructure in the B-1 Defensive Avionics Suite (DAS). The B-1 DAS was slated for fleet wide retirement beginning in FY05, until DSUP was terminated in Dec 02. The system will now be in combat service through 2017 while the B-1 community pursues a new replacement program. This mod includes miscellaneous small modifications to improve performance and reduce maintenance requirements for the defensive avionics suite. Due to the numerous small modifications included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification.

Aircraft Breakdown: Active 67, Reserve 0, ANG 0, Total 67

Development Status

As required

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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				0.036		1.281		0.075		0.010		0.250
TOTAL COST (BP-1100)				0.036		1.281		0.075		0.010		0.250
(Totals may not add due to rounding)												

Fact Sheet: B-1 MN-5821 DEFENSE AVIONICS UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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		0.487		1.999						4.138
TOTAL COST (BP-1100)		0.487		1.999						4.138
(Totals may not add due to rounding)										

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)															

Description/Justification

The Digital Engine Control (DEC) replaces the existing analog augmentor fan temperature (AFT) control and central integrated test system (CITS) processor on the F101 Engine. The DEC includes drop-in replacement boards, built-in diagnostics and reprogram ability. It is interchangeable with the existing equipment physically replacing the AFT control and relegating the CITS processor to a pass-through function. Kits will be installed as an organizational level modification.This modifies the entire B-1 engine pool of 435 engines remaining after fleet consolidation. Quantity in equipment is for total engines (435), supporting total aircraft fleet of 67.

Aircraft Breakdown: Active 67, Reserve 0, ANG 0, Total 67

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	319	16.905	116	5.790								
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.050										
SIM/TRAINER												
SUPPORT-EQUIP		0.350										
SOFTWARE												
OGC		0.011		0.010								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	319	17.316	116	5.800								

Fact Sheet: B-1 MN-6039 F101 DIGITAL ENGINE CONTROL (DEC) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									435	22.695
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.050
SIM/TRAINER										
SUPPORT-EQUIP										0.350
SOFTWARE										
OGC										0.021
TOTAL COST (BP-1100)									435	23.116
(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-00	FY-01	FY-02	FY-03	FY-04
Contract Date (Month/CY)		06/01	11/01	11/02	11/03
Delivery Date (Month/CY)		06/02	11/02	11/03	11/04

Description/Justification

The Digital Radio Frequency (RF) Memory (DRFM) provides receiving capability in the Band 8 frequency range and also 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 has numerous diminishing manufacturing sources (DMS), and this modification replaces unsupportable receive section circuit cards with redesigned, supportable cards. Note: This modification was entitled Band 8 RF Source in the FY03 President's budget request.

Aircraft Breakdown: Active 67, Reserve 0, ANG 0, Total 67

Development Status

Development began in FY03 - Completes in FY05

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		8.814		8.875		5.424						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							5	1.709	18	6.179	16	5.654
EQUIP NONREC								0.500				
CHANGE ORDERS												
DATA								0.850				0.400
SIM/TRAINER							[29]	0.570				
SUPPORT-EQUIP								2.500				
MOD OF SPARES								2.420		1.636		0.065
OGC								0.600		0.280		0.280
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							5	9.149	18	8.095	16	6.399

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										23.113
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	19	6.450	9	3.840					67	23.832
EQUIP NONREC										0.500
CHANGE ORDERS										
DATA										1.250
SIM/TRAINER									[29]	0.570
SUPPORT-EQUIP										2.500
MOD OF SPARES		1.050		0.900						6.071
OGC		0.500		0.360						2.020
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	19	8.000	9	5.100					67	36.743

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

Description/Justification

This upgrade provides for 8 shipsets of non-integrated Datalink equipment with interim line of sight and beyond line of sight data link capability plus an additional 6 sets of racks, trays, and wiring (Group A only) equipment. A total of 14 aircraft will thus be capable of accommodating the datalink line replaceable units (Group B) providing flexibility to ACC as aircraft enter depot mainteance and to meet operational requirements. This is an interim solution being fielded on a limited number of aircraft pending development and fielding of a fully integrated data link solution (MN-4280 and MN-4282). The data links will provide real time situational awareness to the aircrew and the capability to relay command and control information to include target changes to the B-1B while enroute to the target area. The line of sight data link will be Link 16 with the beyond line of sight (BLOS) link provided by UHF SATCOM. Concept for this data link and BLOS capability was demonstrated on the B-1B during EFX-98.

Aircraft Breakdown: Active 67, Reserve 0, ANG 0, Total 67

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	14	3.143										
KITS NONRECUR		4.443										
EQUIPMENT	8	11.420										
EQUIP NONREC		3.319										
CHANGE ORDERS												
DATA		2.534										
SIM/TRAINER												
SUPPORT-EQUIP		0.216										
ICS		0.878		0.500								
OTHER		2.860										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	14	28.813		0.500								

Fact Sheet: B-1 MN-8421 LINK 16 (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									14	3.143
KITS NONRECUR										4.443
EQUIPMENT									[8]	11.420
EQUIP NONREC										3.319
CHANGE ORDERS										
DATA										2.534
SIM/TRAINER										
SUPPORT-EQUIP										0.216
ICS										1.378
OTHER										2.860
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									14	29.313

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 21 Months Follow-On Lead Time: 18 Months

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)		09/00			04/03
Delivery Date (Month/CY)		06/02			10/04

Description/Justification

The Jammer Allocation Logic Subsystem (JALS) controls the jamming subsystem of the ALQ-161 defensive system on the B-1B. Software workarounds have proven unable to compensate for the hardware deficiencies in the jammer allocation logic. This modification corrects the deficiencies to allow for accurate threat tracking, more accurate transponder jamming, and phase modulation of signals.

Aircraft Breakdown: Active 67, Reserve 0, ANG 0, Total 67

Development Status

Development completed.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		0.764		1.938								
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	26	0.727			17	0.525	24	0.762				
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.150										
SIM/TRAINER	29	0.200										
SUPPORT-EQUIP												
MOD OF SPARES		0.150										
OGC		0.573										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	26	1.800			17	0.525	24	0.762				

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										2.702
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									67	2.014
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.150
SIM/TRAINER									[29]	0.200
SUPPORT-EQUIP										
MOD OF SPARES										0.150
OGC										0.573
TOTAL COST (BP-1100)									67	3.087
(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-02	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)		04/05		04/05	01/06
Delivery Date (Month/CY)		04/06		04/06	01/07

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 67, Reserve 0, ANG 0, Total 67

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.000										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			60	10.780	7	1.481						
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.600								
SIM/TRAINER			[29]	0.200								
SUPPORT-EQUIP				0.814								
MOD OF SPARES				2.807								
OGC				1.058		0.150						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			60	16.259	7	1.631						

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										2.000
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									67	12.261
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.600
SIM/TRAINER									[29]	0.200
SUPPORT-EQUIP										0.814
MOD OF SPARES										2.807
OGC										1.208
TOTAL COST (BP-1100)									67	17.890
(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-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

Description/Justification

The B-1B Automated Test Equipment (ATE), which consists of Digital Test Station (DIG), Digital Analog/Video Test Station (DAV), Radar/Electronic Warfare Test Station (REW), Advanced Depot Inertial Test Station (ADINTS) & Enhanced Automated Special Test Equipment (EASTE), and related Test Program Sets (TPSs), has a 50% Non Mission Capable rate. This has resulted in a backlog of 1,400 avionics assets in the back-shops requiring testing for repair, with the number growing by 250 per year. The ATE is essential to support the mission readiness of the B-1B fleet. Key components of the ATE are plagued with diminishing manufacturing source (DMS) issues. The ATE test equipment must be operational to ensure repair of essential avionics LRUs. The modernization effort will replace test equipment components, allowing users to maintain key LRUs in organizational (O), intermediate (I) and depot (D) level shops. Unit costs in each fiscal year vary depending on ATE system being upgraded and/or modified with new test replaceable units. There is not a one-to-one correspondence between test equipment and aircraft. 124 items of automated test equipment are being modified.

Aircraft Breakdown: Active 67, Reserve 0, ANG 0, Total 67

Development Status

N.A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		0.162										
KITS NONRECUR												
EQUIPMENT	71	9.347	37	7.525	16	0.367						
EQUIP NONREC												
CHANGE ORDERS		0.250										
DATA				0.100								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.075		0.075								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	71	9.834	37	7.700	16	0.367						

Fact Sheet: B-1 MN-8972 AUTOMATIC TEST EQUIPMENT (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										0.162
KITS NONRECUR										
EQUIPMENT									124	17.239
EQUIP NONREC										
CHANGE ORDERS										0.250
DATA										0.100
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.150
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									124	17.901

Method of Implementation: ORG/INTERMEDIATE

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

Milestones

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

Description/Justification

This program is to install the Utility Power Distribution Panels (UPDP) on 66 aircraft. The UPDP has been installed on one aircraft and provides aircraft power to support ground test equipment. This capability will improve aircraft turn-around time and reduce the amount of support equipment required on deployment. Development for the UPDP has been completed and all 66 kits will be delivered November 05 and January 06. They will be the same configuration as the one already installed on one B-1 aircraft.

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

Development Status

Completed

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							36		30			
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 36 KITS							[36]	1.073				
FY-07 30 KITS									[30]	0.870		
TOTAL INSTALL							36	1.073	30	0.870		
TOTAL COST (BP-1100) (Totals may not add due to rounding)							36	1.073	30	0.870		
INSTALLATION QTY							36		30			

Fact Sheet: B-1 MN-8977 Utility Power Distribution Panels Installation (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									66	
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06 36 KITS									[36]	1.073
FY-07 30 KITS									[30]	0.870
TOTAL INSTALL									66	1.943
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									66	1.943
INSTALLATION QTY									66	

Method of Implementation: DEPOT/FIELD TEAM

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)															

Installation Schedule

	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
Input															18	18	18	12		
Output															18	18	18	12		

Description/Justification

COMACC Designated Safety Item. Modifies the HPT Shroud assembly to ensure the C-clip cannot back away from the support. 433 engines will be modified during scheduled maintenance. The redesign includes modifying the shroud support to incorporate a removable bolt-on retainer plate on the aft end, which provides tighter clearance control on aft side of C-Clip, robust limiter of axial C-Clip migration, eliminates potential for C-Clip Support disengagement, and simplifies the aft lip weld repair.

Aircraft Breakdown: Active 67, Reserve , ANG , Total 67

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	433	2.860										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.040										
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	433	2.900										
(Totals may not add due to rounding)												

Fact Sheet: B-1 MN-92293 F101 C-CLIP (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									433	2.860
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.040
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									433	2.900

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months Follow-On Lead Time: 0 Months

Milestones

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

Description/Justification

These modifications are low cost upgrades that address safety, reliability, maintainability, and/or improved system performance issues on the B-1 aircraft, support equipment, and simulators/trainers. FY00 funds include $922K for the Night Vision Lighting String low cost mod. FY01 funds are for a crew intercom rewire mod and Waveform Generator A-31 Card mod. FY04 funds are for the galley power panel mod, ethernet wire port mod, and the power pack mod. FY02-FY09 funds are reserved for miscellaneous mission essential B-1 low cost modifications to ensure readiness and B-1B operational requirements.

Aircraft Breakdown: Active 67, Reserve 0, ANG 0, Total 67

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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		1.017		0.036		1.420		0.350		0.030		0.326
46U921												
OTHER REPROG												
CONT LIAB												
ECP (PYLONS)												
TOTAL COST (BP-1100)		1.017		0.036		1.420		0.350		0.030		0.326
(Totals may not add due to rounding)												

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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		0.483		1.999		0.313				5.974
46U921										
OTHER REPROG										
CONT LIAB										
ECP (PYLONS)										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		0.483		1.999		0.313				5.974

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 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-52				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$58.061	$110.802	$145.025	$117.471	$202.984	$229.806	$66.772	$74.406

This line item funds modifications to the B-52H aircraft. The B-52H strategic bomber maintains nuclear and conventional taskings. FY03 is a transition year until FY04 Bomber Roadmap Upgrade funding begins. The primary modifications for FY06 is the Avionics Midlife Improvement program. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	3143	COMMON STRATEGIC RO	5.1									14.8
	3150	NAVSTAR GLOBAL POSITI	0.3									39.5
	3263	INTEGRATED CONV STOR	1.9									87.1
	3309	AIRBORNE WIDEBAND TE					33.9	122.4	43.3	52.7	17.3	269.6
	3310	CALCM INFLIGHT BEYOND		4.9	27.0	25.9	96.0	39.2				192.9
	3311	FUEL ENRICHMENT MODI	0.4	0.5	0.2							1.1
	3372	LINK 16						13.9				13.9
	4260	ADVANCED WEAPON INTE		0.5	18.4	5.6						24.5
	4270	ECM IMPROVEMENT	36.4	53.4	45.1	44.1	14.1	6.3				260.4
	4371	GPS TACAN	0.5									51.6
	4693	AVIONICS MIDLIFE IMPRO	11.4	44.4	52.6	32.4	20.5	2.1				163.4
	6881	JTRS I&I				7.5	19.2	15.6	19.9	21.7		83.8
	92294	TARGETING POD					18.3	28.3	3.6			50.3
	99999X	LOW COST MODIFICATIO	2.1	1.1	1.8	2.0	1.1	2.0				13.0
	Z88888	REPROGRAMMINGS	0.0	5.9								
TOTAL FOR CLASS P			58.1	110.8	145.0	117.5	203.0	229.8	66.8	74.4	17.3	1,266.1
TOTAL FOR WEAPON SYSTEM B-52			58.1	110.8	145.0	117.5	203.0	229.8	66.8	74.4	17.3	1,266.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 23	PAGE NO. 1	

Description/Justification

The CSRL modification consists of aircraft structural, hydraulic, and electric connections allowing the aircraft to employ the rotary launcher.

The modification is complying with congressional language to use appropriated congressional plus-up funds to modify all 94 AF B-52 H aircraft to a common fleet configuration, including the remaining 13 unmodified, excess attrition reserve aircraft. To comply with congressional language, The Air Force has approved use of FY00, FY01, FY02, FY03 and FY04 congressional plus-up funds to incorporate the CSRL capability into all of the 17 unprogrammed, excess attrition reserve aircraft. The program office plans to install the Power Drive Unit Controllers (PDUCs) in FY04.

Aircraft Breakdown: Active 13, Reserve 0, ANG 0, Total 13

Development Status

Development complete. TCTO redevelopment for incremental installation, not for kit proofing.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	13	2.522										
KITS NONRECUR												
EQUIPMENT			[13]	5.100								
EQUIP NONREC		0.335										
CHANGE ORDERS												
DATA	1	0.689										
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 3 KITS	3	0.630										
FY-01 4 KITS	4	0.900										
FY-02 6 KITS	6	4.670										
TOTAL INSTALL	13	6.200										
TOTAL COST (BP-1100) (Totals may not add due to rounding)	13	9.746		5.100								
INSTALLATION QTY	13											

Fact Sheet: B-52 MN-3143 COMMON STRATEGIC ROTARY LAUNCHER (CSRL) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									13	2.522
KITS NONRECUR										
EQUIPMENT									[13]	5.100
EQUIP NONREC										0.335
CHANGE ORDERS										
DATA									[1]	0.689
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 3 KITS									[3]	0.630
FY-01 4 KITS									[4]	0.900
FY-02 6 KITS									[6]	4.670
TOTAL INSTALL									13	6.200
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									13	14.846
INSTALLATION QTY									13	

Method of Implementation: DEPOT

Initial Lead Time: 6 Months Follow-On Lead Time: 4 Months

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)		12/01	01/02		02/03
Delivery Date (Month/CY)		06/02	05/02		06/03

Installation Schedule

	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
Input															1	2	2	2	3	3				
Output																1	2	2	2	3	3			

Description/Justification

ICSMS modification adds a conventional stores management system using MIL-STD 1760 specifications. The system is integrated into the offensive avionics system software and will enable the B-52 to carry, program, and launch MIL-STD 1760 conventional weapons - Joint Direct Attack Munition (JDAM), Wind Corrected Munitions Dispenser (WCMD), Joint Standoff Weapon (JSOW), and Joint Air-to -Surface Standoff Missile (JASSM).

The Air Force is complying with congressional language to modify and maintain all 94 AF B-52H aircraft in a common configuration. HQ USAF approved use of FY97, FY99, FY03, and FY04 Congressional plus-up funding for out year installs on 18 unprogrammed, excess attrition reserve aircraft. This modification is baselined to the NAVSTAR GPS (MN-3150) and Advanced Weapon Integration (MN-4260) modifications.

Aircraft Breakdown: Active 85, Reserve 9, ANG 0, Total 94

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	94	20.243										
KITS NONRECUR		8.500										
EQUIPMENT	94	9.048		0.843								
EQUIP NONREC												
CHANGE ORDERS		1.848										
DATA		3.800		0.369								
SIM/TRAINER	6	4.042										
SUPPORT-EQUIP		19.423										
OAPT		0.211										
ECP (PYLONS)	13	3.288										
OGC		0.535										

Fact Sheet: B-52 MN-3263 INTEGRATED CONV STORES MGMT SYS (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-93 9 KITS	9	3.500										
FY-94 38 KITS	38	5.218										
FY-95 19 KITS	19	2.763										
FY-97 13 KITS	13	0.860										
FY-99 3 KITS	3	0.312										
FY-00 12 KITS	9	1.624	[3]	0.667								
TOTAL INSTALL	91	14.277	3	0.667								
TOTAL COST (BP-1100) (Totals may not add due to rounding)	94	85.215		1.879								
INSTALLATION QTY	91		3									

Fact Sheet: B-52 MN-3263 INTEGRATED CONV STORES MGMT SYS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									94	20.243
KITS NONRECUR										8.500
EQUIPMENT									[94]	9.891
EQUIP NONREC										
CHANGE ORDERS										1.848
DATA										4.169
SIM/TRAINER									[6]	4.042
SUPPORT-EQUIP										19.423
OAPT										0.211
ECP (PYLONS)									[13]	3.288
OGC										0.535
INSTALLATION OF HARDWARE										
FY-93 9 KITS									[9]	3.500
FY-94 38 KITS									[38]	5.218
FY-95 19 KITS									[19]	2.763
FY-97 13 KITS									[13]	0.860
FY-99 3 KITS									[3]	0.312
FY-00 12 KITS									[12]	2.291
TOTAL INSTALL									94	14.944
TOTAL COST (BP-1100) (Totals may not add due to rounding)									94	87.094
INSTALLATION QTY									94	

Method of Implementation: DEPOT

Initial Lead Time: 6 Months Follow-On Lead Time: 6 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
Contract Date (Month/CY)			12/92	03/94	03/95		03/98			12/00	12/01	01/02
Delivery Date (Month/CY)			06/93	09/94	09/95		09/98			06/01	06/02	07/02

Installation Schedule

	FY-91				FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98			
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	3				2	9	9	9	9	1	1	1			1		1			2	2
Output												4	3				2	9	9	9	9	1	1	1			1		1				2

	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
Input		3	1		4	4	4	5		2	2	3					3	3	3			3		
Output	2		3	1		4	4	4	5		2	2					2	3	3	4			3	

Description/Justification

The Air Force combined the CIBR2, Airborne Wideband Terminal (AWT) (Mod# 3309), and LINK 16 (MN# 3372) modifications into a spiral acquisition program, COmbat NEtwork Communications Technology incremental (CONECT). The Air Force is using this spiral acquisition strategy because the individual modifications build upon one another to provide the weapon system with the desired communications and connectivity capabilities required to support the combatant commander's operational plans and underlying national military strategy.

CIBR2 is the first spiral under the CONECT modification program and will provide the B-52 with a Beyond-Line-of-Sight (BLOS) communications capability allowing dynamic Conventional Air Launch Cruise Missile (CALCM) re-tasking, improved situational awareness, and machine-to-machine retargeting of J-series/GPS aided weapons. CIBR2 will add an avionics system client/server architecture and color displays at each crew station. CIBR2 will utilize the existing ARC-210 radio system (B-52 Mod# 4222) for BLOS data communications needed for CALCM and J-series/GPS aided weapon re-targeting. CIBR2 will also incorporate an Embedded National Tactical Receiver (ENTR) for improved situational awareness. CIBR2 will improve combat capability by increasing the number of targets held at risk through rapid mission re-tasking and re-targeting of weapons while the aircraft is airborne. CIBR2 will form the backbone of the CONECT program, adding new color displays for three mods and Group A wiring for CIBR2 and AWT mods. CIBR2 is also baselined to the B-52 Avionics Midlife Improvement (AMI) Modification (B-52 Mod# 4693) and will match the AMI installation schedule, enabling a concurrent installation effort and corresponding savings to the CONECT program.

The RDT&E funding supporting the spiral acquisition program is detailed in B-52 Modernization (BPAC 675039) Exhibit R2a and is not included in this P3A. The CIBR2 and AWT P3As provide the details and funding profiles associated with the individual modifications. The Tactical Data Link P3A, PE 27446, includes the funding necessary to add the LINK 16 capability to the B-52.

Aircraft Breakdown: Active 67, Reserve 9, ANG 0, Total 76

Development Status

Development begins in FY05

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							2	1.161	5	2.320	51	22.481
KITS NONRECUR												
EQUIPMENT							[2]	1.682	[5]	2.820	[51]	27.028
EQUIP NONREC					[16]	4.875				1.329		
CHANGE ORDERS										0.496		1.939
DATA								4.628		1.935		4.414
SIM/TRAINER							[8]	15.293	[2]	11.909	[10]	21.439
SUPPORT-EQUIP								2.787		2.349		3.690
.												
OGC								0.679		1.130		2.289

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-06 2 KITS							[2]	0.735				
FY-07 5 KITS									[5]	1.630		
FY-08 51 KITS											[51]	12.682
FY-09 18 KITS												
TOTAL INSTALL							2	0.735	5	1.630	51	12.682
TOTAL COST (BP-1100) (Totals may not add due to rounding)						4.875	2	26.965	5	25.918	51	95.962
INSTALLATION QTY							2		5		51	

Fact Sheet: B-52 MN-3310 CALCM INFLIGHT BEYOND LINE OF SIGHT RAPID RETASKING (CIBR2) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	18	9.834							76	35.796
KITS NONRECUR										
EQUIPMENT	[18]	11.575							[76]	43.105
EQUIP NONREC									[16]	6.204
CHANGE ORDERS										2.435
DATA		3.860								14.837
SIM/TRAINER	[1]	4.918							[21]	53.559
SUPPORT-EQUIP		0.907								9.733
.										
OGC		2.167								6.265
INSTALLATION OF HARDWARE										
FY-06 2 KITS									[2]	0.735
FY-07 5 KITS									[5]	1.630
FY-08 51 KITS									[51]	12.682
FY-09 18 KITS	[18]	5.941							[18]	5.941
TOTAL INSTALL	18	5.941							76	20.988
TOTAL COST (BP-1100) (Totals may not add due to rounding)	18	39.202							76	192.922
INSTALLATION QTY	18								76	

Method of Implementation: CONTRACT FIELD TEAM

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

Milestones

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

Installation Schedule

	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
Input													1	0	1	0	1	1	1	2	10	12	12	17	9	9		
Output													1	0	1	0	1	1	1	2	10	12	12	17	7	7	4	

Description/Justification

B-52H Smart weapons integration is phase two of the Advanced Weapons Integration program. Smart weapons integration improves the B-52H conventional warfare capability by improving weapon system survivability and lethality. This effort will rapidly integrate weapons developed with an array of properties, but not limited to: stealth, hard target penetration, standoff, adverse weather, precision strike, loiter, decoy, defense suppression, post-release/launch re-targetability, area denial, mobile targets, and multiple simultaneous attack. To fully leverage the B-52's range, payload, and loiter characteristics, plus its time-sensitive target responsiveness, it must be able to fully employ "Smart Weapons" technologically. In order to do this, numerous smart weapons (Joint-Air-to-Surface Stand-off Missile Extended Range, JASSM-ER, Miniature Air Launch Decoy, MALD, MALD-J (Jammer), Small Diameter Bomb, SDB and Targeting Pod) will need to be incorporated into both internal (1760 in the bay capabilities) and external carriage capability. This program will update/incorporate aircraft software interfaces (Stores Management Overlays, SMOs), aircraft/weapons interface hardware (Integrated Weapons Interface Unit, IWIU), aircrew and maintenance technical data, training data, and simulators and trainers.

Aircraft Breakdown: Active 67, Reserve 9, ANG 0, Total 76

Development Status

Weapons integration software development for some weapons is being accomplished through individual weapons programs. Hardware development (IWIU) efforts are being accomplished through the 1760 in the Bay study.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							64	14.848	12	2.784		
EQUIP NONREC												
CHANGE ORDERS						0.118						
DATA						0.200		0.450		0.200		
SIM/TRAINER							[2]	1.350	[2]	1.350		
SUPPORT-EQUIP												
OGC						0.204		1.761		1.265		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						0.522	64	18.409	12	5.599		

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									76	17.632
EQUIP NONREC										
CHANGE ORDERS										0.118
DATA										0.850
SIM/TRAINER									[4]	2.700
SUPPORT-EQUIP										
OGC										3.230
TOTAL COST (BP-1100)									76	24.530
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

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

Milestones

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

Description/Justification

The ALQ-172 modification is an improvement to three core Line Replaceable Units (LRUs), converting the LRUs to a standard configuration. The modification incorporates new circuit cards with eraseable proms, gate array modules, and Yttrium Iron Garnet Frequency Oscillator Mixers (YIGFOMs). The modification will significantly increase processor memory and system Mean-Time-Between-Failure (MTBF). Additionally, the modification adds a new Control Display Unit (CDU). Support equipment includes the following: USM-604, Hot Mock-ups, and Enhanced Maintenance Test Sets for depot and organizational level maintenance. The program also complies with congressional mandate to modify all 94 AF B-52H aircraft to a standard/common fleet configuration, using congressional plus-up funding from FY01 through FY03 to purchase and install ECMI kits on 18 unprogrammed, excess attrition reserve aircraft. Retrofit funding covers the time and material costs to return the LRUs to serviceable condition before installing the ECMI kits. The upgraded YIGFOM, which provides the increased Radio Frequency (RF) filter tuning speed required to improve signal processing capability against several critical threats, is funded in the FY06-FY09 retrofit line. In addition, the YIGFOM modification incorporates additional RF filters in the ECM transmission path to remove unwanted spurious transmissions.

Note: One aircraft funded with 3600 (trial install kit) in 1997

Aircraft Breakdown: Active 84, Reserve 9, ANG 0, Total 93

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	5.160										
PROCUREMENT (3010)												
INSTALL KITS	28	5.008	23	1.200	20	2.300	14	1.700	7	1.000		
KITS NONRECUR												
EQUIPMENT	28	25.888	[23]	19.800	[20]	23.200	[14]	17.200	[7]	9.300		
EQUIP NONREC												
CHANGE ORDERS												
DATA		4.432								0.500		
SIM/TRAINER	3	3.380	[4]	3.300								
SUPPORT-EQUIP		7.698		1.500		7.000		3.000				
OGC		6.010		2.145		2.253		2.596		1.769		2.136
FLIGHT TEST		2.685										
RETROFIT		4.650		8.174		17.483		18.382		29.800		10.014

Fact Sheet: B-52 MN-4270 ECM IMPROVEMENT (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-97 1 KITS	1											
FY-00 2 KITS	2	0.600										
FY-01 12 KITS	12	0.752										
FY-02 6 KITS			[3]	0.300	[3]	0.258						
FY-03 8 KITS					[8]	0.686						
FY-04 23 KITS					[3]	0.258	[20]	1.833				
FY-05 20 KITS							[4]	0.367	[16]	1.600		
FY-06 14 KITS									[1]	0.100	[13]	1.543
FY-07 7 KITS											[3]	0.357
TOTAL INSTALL	15	1.352	3	0.300	14	1.202	24	2.200	17	1.700	16	1.900
TOTAL COST (BP-1100) (Totals may not add due to rounding)	29	61.103	23	36.419	20	53.438	14	45.078	7	44.069		14.050
INSTALLATION QTY	15		3		14		24		17		16	

Fact Sheet: B-52 MN-4270 ECM IMPROVEMENT (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									1	5.160
PROCUREMENT (3010)										
INSTALL KITS									92	11.208
KITS NONRECUR										
EQUIPMENT									[92]	95.388
EQUIP NONREC										
CHANGE ORDERS										
DATA										4.932
SIM/TRAINER									[7]	6.680
SUPPORT-EQUIP										19.198
OGC		1.500								18.409
FLIGHT TEST										2.685
RETROFIT		4.365								92.868
INSTALLATION OF HARDWARE										
FY-97 1 KITS									[1]	
FY-00 2 KITS									[2]	0.600
FY-01 12 KITS									[12]	0.752
FY-02 6 KITS									[6]	0.558
FY-03 8 KITS									[8]	0.686
FY-04 23 KITS									[23]	2.091
FY-05 20 KITS									[20]	1.967
FY-06 14 KITS									[14]	1.643
FY-07 7 KITS	[4]	0.400							[7]	0.757
TOTAL INSTALL	4	0.400							93	9.054
TOTAL COST (BP-1100) (Totals may not add due to rounding)		6.265							93	260.422
INSTALLATION QTY	4								93	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months Follow-On Lead Time: 17 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
Contract Date (Month/CY)					03/00	06/01	02/03	03/03	01/04	01/05	01/06	01/07
Delivery Date (Month/CY)					03/01	11/02	07/04	08/04	06/05	06/06	06/07	06/08

Fact Sheet: B-52 MN-4270 ECM IMPROVEMENT (Continued)

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												1		1		4	3	3	2
Output													1														2		1	0	6	5

	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				3	2	2	5	5	6	7	7	4	4	5	4	4	4	4	4	4	2	2		
Output				2	2	2		1	7	7	6	7	6	3	5	4	3	4	6	4	5	4		

Description/Justification

The B-52H Offensive Avionics System (OAS) has several subsystems that must be replaced: the Inertial Navigation System (INS), the Avionics Control Unit (ACU), and the Data Transfer Unit Cartridges (DTUCs). The INS includes a spinning mass gyro that is becoming unsupportable because it utilizes obsolete 1960's technology. The ACU is an aging computer with very limited processing capability and memory. The DTUCs are bulky and unreliable data transfer devices that are also based on near obsolete technology. The AMI modification will acquire and integrate components to replace the obsolete B-52 navigation systems components, computers, and associated software. The AMI modification will significantly increase the B-52's OAS reliability, maintainability, and supportability while reducing operating costs.

Aircraft Breakdown: Active 76, Reserve 18, ANG 0, Total 94

Development Status

Group A hardware, Group B hardware, and associated software have been developed, integrated, and tested. Milestone C approval for hardware production was received 17 December 2003.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	2	153.304		26.455		9.176						
PROCUREMENT (3010)												
INSTALL KITS			3	0.300	43	4.300	35	3.500	13	1.300		
KITS NONRECUR				2.000		3.000		4.500		4.000		
EQUIPMENT			[3]	1.800	[43]	25.800	[35]	21.000	[13]	7.800		
EQUIP NONREC				4.500		4.000		4.000		4.000		8.000
CHANGE ORDERS						0.050		0.050		0.050		0.050
DATA				0.050		0.150		0.500		0.750		1.200
SIM/TRAINER			[1]	1.000	[1]	4.200	[6]	12.000	[1]	8.000	[1]	6.500
SUPPORT-EQUIP				0.700		0.800		0.800		1.000		1.700
OGC				1.060		1.812		1.942		2.032		1.722
INSTALLATION OF HARDWARE												
FY-04 3 KITS					[3]	0.300						
FY-05 43 KITS							[43]	4.300				
FY-06 35 KITS									[35]	3.500		
FY-07 13 KITS											[13]	1.300
TOTAL INSTALL					3	0.300	43	4.300	35	3.500	13	1.300
TOTAL COST (BP-1100) (Totals may not add due to rounding)			3	11.410	43	44.412	35	52.592	13	32.432		20.472
INSTALLATION QTY					3		43		35		13	

Fact Sheet: B-52 MN-4693 AVIONICS MIDLIFE IMPROVEMENTS (AMI) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[2]	188.935
PROCUREMENT (3010)										
INSTALL KITS									94	9.400
KITS NONRECUR										13.500
EQUIPMENT									[94]	56.400
EQUIP NONREC										24.500
CHANGE ORDERS		0.500								0.700
DATA		1.300								3.950
SIM/TRAINER									[10]	31.700
SUPPORT-EQUIP										5.000
OGC		0.269								8.837
INSTALLATION OF HARDWARE										
FY-04 3 KITS									[3]	0.300
FY-05 43 KITS									[43]	4.300
FY-06 35 KITS									[35]	3.500
FY-07 13 KITS									[13]	1.300
TOTAL INSTALL									94	9.400
TOTAL COST (BP-1100) (Totals may not add due to rounding)		2.069							94	163.387
INSTALLATION QTY									94	

Method of Implementation: COMBINATION

Initial Lead Time: 14 Months Follow-On Lead Time: 14 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)						02/04	10/04	10/05	10/06	10/07	10/08
Delivery Date (Month/CY)						04/05	12/05	12/06	12/07	12/08	12/09

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																													3	12	11	11	9
Output																													3	6	6	10	12

	FY-07				FY-08			
Quarter	1	2	3	4	1	2	3	4
Input	12	11	7	5	6	6	1	
Output	12	10	12	10	6	6	1	

Description/Justification

These are low cost (less then $900K) mods necessary for reliability, maintainability, improved system performance, and reduced logistics costs.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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		2.993		2.053		1.128		1.771		1.990		1.078
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.993		2.053		1.128		1.771		1.990		1.078

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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		1.990								13.003
TOTAL COST (BP-1100)		1.990								13.003
(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)			

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-117				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$22.612	$22.673	$17.221	$21.763	$85.855	$80.879	$80.983	$25.986

This line item funds modifications to the F-117A aircraft. The F-117A is a twin engine, single seat fighter incorporating low-observable 'stealth' technology, enabling it to penetrate enemy air defenses and strike high-value targets with precision munitions. The primary modification budgeted in FY06 is MN 31937 Brooklyn Bridge program to resolve the existing outboard elevon radar chronic maintenance issues. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	31927	OMNIBUS ENGINE MODIFI	0.1	0.3	0.3	0.1	0.3	0.3	0.3	0.3		5.6
	31937	SINGLE CONFIGURATION	19.7	13.4								125.0
	31972	EXPANDED DATA TRANSF		2.4	0.1	1.3	1.4	0.4				5.6
	31973	INFRARED ACQUISITION A					52.0	64.7	77.8	23.1	0.7	218.4
	31974	COLOR MULTIPURPOSE D				1.1	13.3					14.4
	31975	BROOKLYN BRIDGE		4.0	4.2	12.0	13.3	12.2				45.7
	31976	BC 2 WEAPON SIMULATO	1.1									1.1
	31977	NIGHT VISION GOGGLES I			1.7	1.3	1.3	1.0				5.3
	31978	COMMON DATA RECORD				0.3	2.1					2.4
	31980	MISSION PLANNING SYST			0.6							0.6
	31984	DUAL RADIO			5.7	1.4	0.3					7.4
	31985	SATCOM ANTENNA			3.9	2.2	0.5					6.6
	99999S	SERVICE BULLETINS	0.7	0.7	0.4	1.3	1.5	1.5	1.5	1.6		26.0
	99999X	LOW COST MODIFICATIO	0.7	0.9	0.3	0.6	0.1	0.8	1.4	1.1		16.7
	Z88888	REPROGRAMMINGS	0.2	0.9								
TOTAL FOR CLASS P			22.6	22.7	17.2	21.8	85.9	80.9	81.0	26.0	0.7	480.9
TOTAL FOR WEAPON SYSTEM F-117			22.6	22.7	17.2	21.8	85.9	80.9	81.0	26.0	0.7	480.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 24	PAGE NO. 1	

Description/Justification

The F-117A fleet has two major radar absorbing material (RAM) coating configurations, costly and labor intensive panel access technology, and five leading edge configurations. The Single Configuration Fleet (SCF) effort developed a single, optimized low observable configuration for the F-117 fleet and maintenance trainer. SCF features new leading edge technologies, spray-on coatings, new sheet RAMs, and new panel access technologies. This modification greatly reduces maintenace requirements, decreases LO consumables, increases aircraft availability, and preserves Radar cross section performance. The SIM/TRAINER cost in FY99 ($.151M) was for the Maintenance Trainer. FY99 kit install was for trial kit installation. Mod Induction/Checkout includes Receiving (post flight, functional checks, inspection, engine removal, defuel), Teardown (review of parts, exterior shake), Service Bulletin Installation, Build Up/Checkout (reinstall parts, hydro & electrical checkouts, final operations checks, coating installation), and Paint/Redeliver (install engines, seat and canopy, weight & balance, fuel checkouts, preflight paint).

NOTE: FY05 execution contingent upon release of FY05 Congressional Add funds

The total aircraft receiving the SCF mod will be 53 aircraft modified (51 operational, 2 test aircraft).

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

Development Status

Development contract awarded June 96. All development and flight test completed Mar 99. Phases 1&2 included redesign of aircraft access panels, reduction in out-of-contour doublers and (RAM) products, evaluation of different types of sprayable RAM and Building 727 renovation to accommodate the robotic application system and integration of the coating delivery system. Phase 3 stripped and recoated a flight test asset, performed flight testing of the SCF modification and began preparations for fleet a/c mod. Phase 4 completed preparations and fabricated the first lot of kits for fleet mod. Milestone III was approved in June 99. Started full-up production in Oct 99.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	2	10.670										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	47	34.397	4	3.227								
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.200										
SIM/TRAINER	1	0.151										
SUPPORT-EQUIP												
MOD OF SPARES		2.666										
MOD INDUC/CHECKOUT		17.476		5.870		4.532						
PMA				0.083		0.670						

Fact Sheet: F-117 MN-31937 SINGLE CONFIGURATION FLEET (Continued)

Projected Financial Plan Continued

		PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-99	13 KITS	13	13.447										
FY-00	7 KITS	7	7.327										
FY-01	9 KITS	9	9.487										
FY-02	6 KITS	6	6.696										
FY-03	12 KITS			[9]	10.547	[3]	3.530						
FY-04	4 KITS					[4]	4.706						
TOTAL INSTALL		35	36.957	9	10.547	7	8.236						
TOTAL COST (BP-1100) (Totals may not add due to rounding)		47	91.847	4	19.727		13.438						
INSTALLATION QTY		35		9		7							

Fact Sheet: F-117 MN-31937 SINGLE CONFIGURATION FLEET (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[2]	10.670
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									51	37.624
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.200
SIM/TRAINER									[1]	0.151
SUPPORT-EQUIP										
MOD OF SPARES										2.666
MOD INDUC/CHECKOUT										27.878
PMA										0.753
INSTALLATION OF HARDWARE										
FY-99 13 KITS									[13]	13.447
FY-00 7 KITS									[7]	7.327
FY-01 9 KITS									[9]	9.487
FY-02 6 KITS									[6]	6.696
FY-03 12 KITS									[12]	14.077
FY-04 4 KITS									[4]	4.706
TOTAL INSTALL									51	55.740
TOTAL COST (BP-1100) (Totals may not add due to rounding)									51	125.012
INSTALLATION QTY									51	

Method of Implementation: CLS

Initial Lead Time: 9 Months Follow-On Lead Time: 6 Months

Milestones

	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04
Contract Date (Month/CY)					11/98	02/00	11/00	10/01	10/02	10/03
Delivery Date (Month/CY)					08/99	08/00	05/01	04/02	04/03	04/04

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																					1	3	3	2	2	2	2	2	3	2	2	2
Output																							1	3	3	2	2	2	2	2	3	2	2

	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
Input	1	1	2	3	2	2	2	3	1	2	2	2				
Output	2	2	1	1	2	2	2	2	2	2	2	2	2	2	1	

Description/Justification

The F-117 aircraft is experiencing serious reliability, supportability and operational effectiveness problems with the current EDTS, which is well outside of its original lifetime (10 years). Non-mission capable rates are already impacting mission preparation and are projected to rise. Groundings are projected to occur as early as FY06, based on current EDTS supportability projections. A primary problem that has surfaced with the current system is poor reliability of the mating connector between the aircraft EDTS receptacle and the EDTS data cartridge. This frequently causes delays in mission preparation until the data can be successfully loaded. The current EDTS also has several obsolete components, which make supportability of the system increasingly difficult. This modification replaces the existing EDTS with a supportable, new technology EDTS. The System Development & Demonstration (SDD) unit will be used for testing and trial kit installation. Total number of EDTS aircraft is 44 (42 aircraft accomplished as part of this modification and 2 test aircraft modified in development).

NOTE: FY05 execution contingent upon release of FY05 Congressional Add funds

Aircraft Breakdown: Active 42, Reserve 0, ANG 0, Total 42

Development Status

EDTS development began in FY04 and will complete in FY05

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				3.712	[2]	6.519						
PROCUREMENT (3010)												
INSTALL KITS					[16]	0.564			[13]	0.483	[13]	0.496
KITS NONRECUR						1.317						
EQUIPMENT					16	0.564			13	0.483	13	0.496
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF H												
INSTALLATION OF HARDWARE												
FY-05 16 KITS							[4]	0.129	[12]	0.323		
FY-07 13 KITS											[13]	0.361
FY-08 13 KITS												
TOTAL INSTALL							4	0.129	12	0.323	13	0.361
TOTAL COST (BP-1100) (Totals may not add due to rounding)					16	2.445		0.129	13	1.289	13	1.353
INSTALLATION QTY							4		12		13	

Fact Sheet: F-117 MN-31972 EXPANDED DATA TRANSFER SYSTEM (EDTS) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[2]	10.231
PROCUREMENT (3010)										
INSTALL KITS									[42]	1.543
KITS NONRECUR										1.317
EQUIPMENT									42	1.543
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF H										
INSTALLATION OF HARDWARE										
FY-05 16 KITS									[16]	0.452
FY-07 13 KITS									[13]	0.361
FY-08 13 KITS	[13]	0.370							[13]	0.370
TOTAL INSTALL	13	0.370							42	1.183
TOTAL COST (BP-1100) (Totals may not add due to rounding)		0.370							42	5.586
INSTALLATION QTY	13								42	

Method of Implementation: CLS

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

Milestones

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

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	3	3	3	3	3	3	3	3	4	3	3	4	3				
Output																1	3	3	3	3	3	3	3	3	4	3	3	4	3			

Description/Justification

The existing F117 outboard elevon actuator support structure (also referred to as the Brooklyn Bridge) has become a chronic maintenance burden. The top plate of the current elevon actuator structure must be removed each time the actuator has to be removed and replaced driving excess labor and materials costs. The revised Brooklyn Bridge plate will, by its shape, enable the actuator to be removed and replaced without removing the plate. An additional issue is that the flexing of the wing in flight causes an elongation of the fastener holes in the current top plate of the actuator support structure. If inspection reveals out of spec holes, then either the fastener must be drilled out, the hole 'next-sized' and re-fastened or the plate must be replaced. The new bridge structure resolves this issue through better design and stiffer materials. There is a requirement for 42 kits to be installed in the production program. Brooklyn Bridge is currently not a safety of flight issue.

NOTE: FY05 execution contingent upon release of FY05 Congressional Add funds

Aircraft Breakdown: Active 42, Reserve 0, ANG 0, Total 42

Development Status

One year development program accomplished in FY04.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				0.221								
PROCUREMENT (3010)												
INSTALL KITS					17	1.363			13	1.098	12	1.127
KITS NONRECUR						2.673						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD INDUC/CHECKOUT							[6]	2.657	[13]	8.173	[13]	9.101
INSTALL												
PMA								0.500		0.500		0.500
INSTALLATION OF HARDWARE												
FY-05 17 KITS							[4]	1.027	[12]	2.270	[1]	0.195
FY-07 13 KITS											[12]	2.330
FY-08 12 KITS												
TOTAL INSTALL							4	1.027	12	2.270	13	2.525
TOTAL COST (BP-1100) (Totals may not add due to rounding)					17	4.036		4.184	13	12.041	12	13.253
INSTALLATION QTY							4		12		13	

Fact Sheet: F-117 MN-31975 BROOKLYN BRIDGE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										0.221
PROCUREMENT (3010)										
INSTALL KITS									42	3.588
KITS NONRECUR										2.673
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD INDUC/CHECKOUT	[13]	9.337							[45]	29.268
INSTALL										
PMA		0.500								2.000
INSTALLATION OF HARDWARE										
FY-05 17 KITS									[17]	3.492
FY-07 13 KITS	[1]	0.183							[13]	2.513
FY-08 12 KITS	[12]	2.191							[12]	2.191
TOTAL INSTALL	13	2.374							42	8.196
TOTAL COST (BP-1100)		12.211							42	45.725
(Totals may not add due to rounding)										
INSTALLATION QTY	13								42	

Method of Implementation: CLS

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

Milestones

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

Installation Schedule

	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
Input														2	2	3	3	3	3	3	3	3	4	3	3	4	3	
Output														2	2	3	3	3	3	3	3	3	4	3	3	4	3	

Description/Justification

The Airborne GPS-Guided Weapon Simulator (AGS) is fully flight-qualified unit for simulation of GPS-based MIL-1760 weapons such as JDAM, EGBU-27, and WCMD. The AGS will mount on the aircraft's MAU-12 bomb rack, making use of the standard MIL-1760 interface connector for its power and interface requirements. The unit will be used as an in-flight, crew-training device during MIL-1760 weapon employment training. In-flight weapons' training with live or inert weapons allows the pilot to make only one target run per weapon. The AGS will not be released during flight, and can be reset to make multiple target runs during the same flight. The unit's simple and rugged design will allow the simulator to be used repeatedly over time. Congressional New Start package approved for FY04 procurement of weapons simulators that will enable training with OFP-86, which will field in Apr 05. Simulators are on contract.

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

Development Status

Development Complete

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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			[58]	1.138								
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				1.138								
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: F-117 MN-31976 BC 2 WEAPON SIMULATORS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										1.138
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										1.138
INSTALLATION QTY										

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 5 Months Follow-On Lead Time: 0 Months

Milestones

	FY-03	FY-04	FY-05
Contract Date (Month/CY)			11/04
Delivery Date (Month/CY)			04/05

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			
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 F-117 Night Vision Goggle (NVG) compatibility study determined that the F-117s external aircraft lighting was not compatible with the use of NVGs. The lights could saturate the NVG's - making them unusable. Modifying the navigation and fuselage light systems to switch between Night Vision Integration System (NVIS) 'friendly' and NVIS 'covert' configurations will support NVG aided covert operations and provides the pilot increased tactics capability. (NVIS friendly lighting can be seen by the unaided eye but will not affect the acuity of NVIS goggles. NVIS covert lighting can be seen through the NVIS goggles but is invisible to the unaided eye.)

Aircraft Breakdown: Active 42, Reserve 0, ANG 0, Total 42

Development Status

One year development is planned in FY06.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							[10]	0.171	[13]	0.227	[13]	0.232
KITS NONRECUR								1.135				
EQUIPMENT							10	0.194	13	0.257	13	0.262
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
FLIGHT TEST												
MOD OF SPARES										0.161		
INSTALLATION OF HARDWARE												
FY-06 10 KITS							[4]	0.224	[6]	0.343		
FY-07 13 KITS									[6]	0.344	[7]	0.409
FY-08 13 KITS											[6]	0.350
FY-09 6 KITS												
TOTAL INSTALL							4	0.224	12	0.687	13	0.759
TOTAL COST (BP-1100)							10	1.724	13	1.332	13	1.253
(Totals may not add due to rounding)												
INSTALLATION QTY							4		12		13	

Fact Sheet: F-117 MN-31977 NIGHT VISION GOGGLES INTEGRATION (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	[6]	0.109							[42]	0.739
KITS NONRECUR										1.135
EQUIPMENT	6	0.123							42	0.836
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
FLIGHT TEST										
MOD OF SPARES										0.161
INSTALLATION OF HARDWARE										
FY-06 10 KITS									[10]	0.567
FY-07 13 KITS									[13]	0.753
FY-08 13 KITS	[7]	0.417							[13]	0.767
FY-09 6 KITS	[6]	0.357							[6]	0.357
TOTAL INSTALL	13	0.774							42	2.444
TOTAL COST (BP-1100) (Totals may not add due to rounding)	6	1.006							42	5.315
INSTALLATION QTY	13								42	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 3 Months Follow-On Lead Time: 0 Months

Milestones

	FY-03	FY-04	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)				04/06	01/07	01/08	01/09

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															1	3	3	3	3	3	3	3	3	4	3	3	4	3				
Output																	1	3	3	3	3	3	3	3	3	4	3	3	4	3		

Description/Justification

NOTE: In the FY06 BES, SATCOM Antenna (and Dual Radio) were addressed as part of "Second Radio". Each project has been split out in the FY06 PB as a stand-alone project.

In the last several years, employment and tactics have changed and the F-117 is now required to integrate with conventional strike packages, support aircraft, and special operations forces both in the air and on the ground. This requires the ability to communicate on and monitor multiple frequencies at the same time. This project will enable the pilot to receive and transmit target, threat, and other critical mission data on two UHF channels at the same time. The dual radio capability will meet this requirement as well as allow the development of advanced tactics to support time sensitive targeting. Additionally, international communications requirements have changed and VHF 8.33KHz channel spacing has been mandated in many parts of the world. The current radio is UHF only. This project will provide growth capability to meet the required International communications capability on VHF once a VHF capable antenna is available to the aircraft.

Only 16 of the fleet of 42 will be retrofitted. Retrofit of 16 aircraft will meet the challenges posed by the typical 3-ship mission and also provide an adequate number to fulfill specialized missions such as Time Sensitive Targeting or special operations.

The user has requested an acceleration of this program to FY05 and the Air Force plans to submit New Start Letters of Notification.

Aircraft Breakdown: Active 16, Reserve , ANG , Total 16

Development Status

Development will start in FY05

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								5.560				
PROCUREMENT (3010)												
INSTALL KITS							[15]	1.359	[1]	0.092		
KITS NONRECUR								0.479				
EQUIPMENT							15	3.777	1	0.257		
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 15 KITS							[1]	0.089	[12]	1.089	[2]	0.185
FY-07 1 KITS											[1]	0.093
TOTAL INSTALL							1	0.089	12	1.089	3	0.278
TOTAL COST (BP-1100)							15	5.704	1	1.438		0.278
(Totals may not add due to rounding)												
INSTALLATION QTY							1		12		3	

Fact Sheet: F-117 MN-31984 DUAL RADIO (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										5.560
PROCUREMENT (3010)										
INSTALL KITS									[16]	1.451
KITS NONRECUR										0.479
EQUIPMENT									16	4.034
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06 15 KITS									[15]	1.363
FY-07 1 KITS									[1]	0.093
TOTAL INSTALL									16	1.456
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									16	7.420
INSTALLATION QTY									16	

Method of Implementation: CLS

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

Milestones

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

Installation Schedule

	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
Input																1	3	3	3	3	3			
Output																	1	3	3	3	3	3		

Description/Justification

NOTE: In the FY06 BES, SATCOM Antenna (and Dual Radio) were addressed as part of "Second Radio". Each project has been split out in the FY06 PB as a stand-alone project.

In the last several years, F-117 employment and tactics have changed. The F-117 must now be able to receive enroute changes to targets and routing from beyond line of sight locations. This project will provide the F-117 with the ability to reach back over UHF channels, via satellite, for updated Time Sensitive Targeting (TST) data - thus extending the F-117's ability to receive and transmit target, threat, and other critical mission data much closer to the target area.

Only 16 of the fleet of 42 will be retrofitted. Retrofit of 16 aircraft will meet the challenges posed by the typical 3-ship mission and also provide an adequate number to fulfill specialized missions such as Time Sensitive Targeting or special operations.

The user has requested an acceleration of this program to FY05 and the Air Force plans to submit New Start Letters of Notification.

Aircraft Breakdown: Active 16, Reserve , ANG , Total 16

Development Status

Development Starts in FY06

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								5.050				
PROCUREMENT (3010)												
INSTALL KITS							[15]	1.922	[1]	0.131		
KITS NONRECUR												
EQUIPMENT							15	1.818	1	0.124		
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 15 KITS							[1]	0.160	[12]	1.963	[2]	0.167
FY-07 1 KITS											[1]	0.333
TOTAL INSTALL							1	0.160	12	1.963	3	0.500
TOTAL COST (BP-1100)							15	3.900	1	2.218		0.500
(Totals may not add due to rounding)												
INSTALLATION QTY							1		12		3	

Fact Sheet: F-117 MN-31985 SATCOM ANTENNA (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										5.050
PROCUREMENT (3010)										
INSTALL KITS									[16]	2.053
KITS NONRECUR										
EQUIPMENT									16	1.942
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06 15 KITS									[15]	2.290
FY-07 1 KITS									[1]	0.333
TOTAL INSTALL									16	2.623
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									16	6.618
INSTALLATION QTY									16	

Method of Implementation: CLS

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

Milestones

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

Installation Schedule

	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
Input																1	3	3	3	3	3			
Output																	1	3	3	3	3	3		

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: A-10				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$17.136	$52.548	$52.159	$77.988	$87.126	$40.649	$27.341	$15.055

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 modification budgeted in FY06 is the Precision Engagement. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	3301A	INTEGRATED FLIGHT & FI	8.2									31.3
	37120	DIGITAL DATA LINK		5.1								5.1
	6881	JTRS I&I					15.1	12.8	27.3	15.1		70.4
	7856	MODE S/5	3.1	0.1	6.9	7.5						17.6
	9602	COUNTERMEASURE SET	5.9	2.5								16.9
	9805	PRECISION ENGAGEMEN	2.3	41.4	45.2	70.5	72.0	27.8				264.3
	99999X	LOW COST MODIFICATIO	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0		0.3
	Z88888	REPROGRAMMINGS	-2.5	3.5								
TOTAL FOR CLASS P			17.2	52.6	52.2	78.1	87.2	40.7	27.3	15.1	0.0	405.8
TOTAL FOR WEAPON SYSTEM A-10			17.2	52.6	52.2	78.1	87.2	40.7	27.3	15.1	0.0	405.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 25	PAGE NO. 1	

Description/Justification

The Embedded Global Positioning and Inertial Navigation System (EGI) is a self-contained, all-weather navigation system which provides positioning, velocity, and acceleration data for the aircraft. In addition, EGI will replace the present inertial navigation unit (LN 39). This will result in an $18M savings per year in maintenance costs upon completion of the modification installation.

The kit and installation total qtys are one greater than the total funded due to an additional kit installation in the maintenance trainer. In FY92, the jets modified required remodification. Kit availability for the remodification came from kit scheduled for aircraft that crashed. One kit attributed to the Active was installed in a Sim/Trainer (Active breakout is 214 aircraft and 1 sim/trainer).

Aircraft Breakdown: Active 215, Reserve 52, ANG 102, Total 369

Development Status

NA

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	367	6.649										
KITS NONRECUR		21.932										
EQUIPMENT	367	75.544										
EQUIP NONREC												
CHANGE ORDERS		0.659										
DATA		3.420										
SIM/TRAINER	1	0.200										
SUPPORT-EQUIP		1.444										
ICS		6.101										
FLIGHT TEST		2.066										
MOD OF SPARES		0.088										
OGC		0.655										
SOFTWARE		9.897										
INSTALLATION OF HARDWARE												
FY-95 2 KITS	2	0.206										
FY-96 1 KITS	1	0.050										
FY-97 65 KITS	65	6.672										
FY-98 53 KITS	53	4.467										
FY-99 85 KITS	85	7.473										
FY-00 67 KITS	67	6.306										
FY-01 94 KITS	94	8.049										
TOTAL INSTALL	367	33.223										
TOTAL COST (BP-1100)	367	161.878										

Fact Sheet: A-10 MN-3150EG EGI (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
(Totals may not add due to rounding)												
INSTALLATION QTY	367											

Fact Sheet: A-10 MN-3150EG EGI (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									367	6.649
KITS NONRECUR										21.932
EQUIPMENT									[367]	75.544
EQUIP NONREC										
CHANGE ORDERS										0.659
DATA										3.420
SIM/TRAINER									[1]	0.200
SUPPORT-EQUIP										1.444
ICS										6.101
FLIGHT TEST										2.066
MOD OF SPARES										0.088
OGC										0.655
SOFTWARE										9.897
INSTALLATION OF HARDWARE										
FY-95 2 KITS									[2]	0.206
FY-96 1 KITS									[1]	0.050
FY-97 65 KITS									[65]	6.672
FY-98 53 KITS									[53]	4.467
FY-99 85 KITS									[85]	7.473
FY-00 67 KITS									[67]	6.306
FY-01 94 KITS									[94]	8.049
TOTAL INSTALL									367	33.223
TOTAL COST (BP-1100) (Totals may not add due to rounding)									367	161.878
INSTALLATION QTY									367	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months Follow-On Lead Time: 14 Months

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)		04/95	11/95	06/97	02/98	06/99	02/00	02/01
Delivery Date (Month/CY)		10/95	01/97	08/98	04/99	08/00	04/01	04/02

Fact Sheet: A-10 MN-3150EG EGI (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													3					1	5	3					1	29	36	43	36	36	23	15
Output													1	2					2	7					1	19	33	41	39	36	30	15

	FY-02				FY-03			
Quarter	1	2	3	4	1	2	3	4
Input	18	18	20	21	24	26	9	
Output	17	18	19	21	23	25	18	

Description/Justification

This program upgrades the existing Low Altitude Safety and Targeting Enhancements (LASTE) computer to the Integrated Flight and Fire Control Computer (IFFCC) configuration. IFFCC is the baseline and a prerequisite for the Precision Engagement Program (PE) 9805, which includes the Digital Data Link modification (37120). The IFFCC modification improves throughput, increases memory and adds a Digital Terrain System (DTS) that provides a Predictive Ground Collision Avoidance System (PGCAS), passive ranging, database terrain following, obstruction warning and terrain reference navigation. The DTS software effort is linked to the IFFCC software program to avoid redundancies. License agreements were purchased for all proprietary software modules. The combined modification is a field level installation. Quantity is based on aircraft, trainers, and upgrade modifications for LASTEs in supply for a total of 426. The number of LASTEs in supply has been adjusted from 70 to 65 to reflect the current number of LASTEs available.

Aircraft Breakdown: Active 207, Reserve 51, ANG 101, Total 359

Development Status

Hardware (IFFCC) development and software (Suite 2 OFP) update/conversion are being done concurrently. Hardware development was completed in FY01. Hardware was successfully tested with a previous version of the LASTE OFP. IFFCC program research and development is completed. The IFFCC fielding schedule has been delayed by Suite 2 schedule delays. A modified fielding plan has been implemented to meet the original completion date. Milestones: SRR Mary 99; PDR June 99; CDR Sept 99; Production Decision July 01; Delivery of 25 IFFCC production units in FY02

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		14.347										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	245	11.454	115	5.374								
EQUIP NONREC		0.359		0.109								
CHANGE ORDERS				0.257								
DATA		0.364										
SIM/TRAINER	7	0.100	[5]	0.051								
SUPPORT-EQUIP		2.525										
ICS		0.200		0.397								
MILSTRIP		0.199		0.302								
OGC		0.060		0.029								
INSTALLATION OF H		0.150		0.967								
MOD OF SPARES	54	2.551	[16]	0.748								
SOFTWARE NONREC		5.082										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	245	23.044	115	8.234								

Fact Sheet: A-10 MN-3301A INTEGRATED FLIGHT & FIRE CONTROL COMPUTER (IFFCC) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										14.347
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									360	16.828
EQUIP NONREC										0.468
CHANGE ORDERS										0.257
DATA										0.364
SIM/TRAINER									[12]	0.151
SUPPORT-EQUIP										2.525
ICS										0.597
MILSTRIP										0.501
OGC										0.089
INSTALLATION OF H										1.117
MOD OF SPARES									[70]	3.299
SOFTWARE NONREC										5.082
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									360	31.278

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months Follow-On Lead Time: 12 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)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Description/Justification

The Digital Data Link (DDL) (MN-37120) will be incorporated onto the A/OA-10 via Precision Engagement (PE) Spiral #2, and a key component of the Precision Engagement Modification (MN 9805). Spiral #2 integrates and tests the Multifunctional Information Distribution System (MIDS) Joint Tactical Radio System (JTRS) radio with the Enhanced Position Location Reporting System (EPLRS) waveform and Link 16, there by providing a jam resistant secure digital transfer network capability. It also includes production installs of the radio into the aircraft. This modification will provide a cross-platform data link for digital data connectivity with the battlefield enabling two-way digital transmission of precise target coordinates, location of friendlies, targets and threats, CAS briefs and other pertinent mission data. This data link will ensure joint forces communciation, reduced fraticide, and enable interoperability via forward C2 platform centers. Funding control was transfered from the A/AO-10 System Program Office (SPO) to the Tactical Data Link, Gateway, Network (TGN) SPO for an enterprise management approach to data links however, the Group A RDT&E efforts are still part of the RDT&E PE 27445F. FY08 realigns the appropriate funding for procuremnent of MIDS JTRS A-Kits, and integration and installation to PE 27423F; however, the PE program may pursue other alternative data link technologies to avoid schedule delays if the corrent projected MIDS JTRS terminals prove to be unavailable.

Aircraft Breakdown: Active 197, Reserve 51, ANG 95, Total 343

Development Status

The A/AO-10 requires both EPLRS and Link 16 capability. In order to meet this requirement, initial development, system and software engineering, Group A hardware development, devlopment and porting of the EPLRS wavform, and testing necessary to integrate to a Link 16 capability is provided via RDT&E PE 27445F. The initial contract for preliminary engineering was awarded on May 04.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					[49]	2.980						
KITS NONRECUR						1.000						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS						1.000						
DATA						0.081						
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						5.061						
(Totals may not add due to rounding)												

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[49]	2.980
KITS NONRECUR										1.000
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										1.000
DATA										0.081
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										5.061

Method of Implementation:

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

Milestones

	FY-03	FY-04	FY-05
Contract Date (Month/CY)			06/05
Delivery Date (Month/CY)			12/05

Description/Justification

The A-10 requires Mode S equipment to comply with new European air traffic control requirements. It requires Mode 5 as a replacement for the current Mode 4 Identification, Friend or Foe system.

Globl Air Traffic Management (GATM) is the Air Force program designed to meet the evolving aviation requirements of the Internatiuonal Civil Aviation Organization (ICAO). GATM, Navigation and Safety, and Navigation Warfare (NAVWAR) are major components of the AFs Global Access, Navigation, and Safety (GANS) management effort.

This modification provides transponders with Mode 5 capability to the A-10. Mode 5 is required to replace the combat capability of Identification, Friend or Foe previously provided by Mode 4. Lack of Mode 5 capability would put A-10s at increased risk during combat operations. In addition, effective 31 Mar 05, many European countries will require carriage of Mode S transponders by both civilian and military aircraft. The modification includes this Mode S capability through transponders that support both Interrogator Identifier (II) (for Mode 5) and Surveillance Identifier (SI) (for Mode S) codes.

Aircraft Breakdown: Active 75, Reserve 30, ANG 33, Total 138

Development Status

None

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								1.602				
PROCUREMENT (3010)												
INSTALL KITS			[25]	0.183				0.100		0.100		
KITS NONRECUR												
EQUIPMENT				1.375			58	4.328	80	5.020		
EQUIP NONREC								0.000		0.414		
CHANGE ORDERS				0.633		0.100		0.100		0.081		
DATA				0.699				0.500		0.100		
SIM/TRAINER							[2]	0.116				
SUPPORT-EQUIP				0.210				1.162		1.763		
RETROFIT KITS							[80]	0.616				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				3.100		0.100	58	6.922	80	7.478		

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										1.602
PROCUREMENT (3010)										
INSTALL KITS									[25]	0.383
KITS NONRECUR										
EQUIPMENT									138	10.723
EQUIP NONREC										0.414
CHANGE ORDERS										0.914
DATA										1.299
SIM/TRAINER									[2]	0.116
SUPPORT-EQUIP										3.135
RETROFIT KITS									[80]	0.616
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									138	17.600

Method of Implementation: ORG/INTERMEDIATE

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

Milestones

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

Description/Justification

The current Electronic Combat (EC) systems were installed into the aircraft under a design concept that required a separate Cockpit Control Unit (CCU) for each system; chaff and flares, Radar Homing and Warning (RHAW), and Electronic Countermeasures (ECM) Pod. The EC systems functionality as a whole is cumbersome, systematically disjointed, with limited growth capability. This modification incorporates the Countermeasures Set (CMS) ALQ-213 system. This single unit replaces all existing CCUs and provides more control of operation, mode selection, and management of all electronic warfare systems (chaff and flares, RHAW and ECM Pod) using one CCU that is Night Vision Goggle (NVG) compatible. It provides hands-on control, and improves pilot vehicle interface. The system can be programmed with up to 16 different chaff and flare scenarios that can be selected by the pilot (the current system supports only 1 pilot selected scenario). The system also provides a manual mode of operation for coordinated EC system response. Future automatic, or semi-automatic, threat response growth provisions are included and await the development of applicable threat response software programs for implementation. This is follow-on modification procurement for Active Forces based on an Air Force Reserve and Air National Guard program which has already modified all of their aircraft. Group B is managed by WR-ALC. Kit quantities include 2 additional for installation in Ground Trainer and System Integration Lab at LMSI contractor site.

Aircraft Breakdown: Active 208, Reserve 0, ANG 0, Total 208

Development Status

NA

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	129	1.664	79	0.955								
KITS NONRECUR												
EQUIPMENT	129	3.464	[79]	2.810								
EQUIP NONREC												
CHANGE ORDERS		0.026		0.098		0.033						
DATA						0.253						
SIM/TRAINER	5	0.231	[2]	0.103								
SUPPORT-EQUIP		1.155		0.390								
OGC		0.226		0.136		0.321						
INSTALLATION OF HARDWARE												
FY-01 16 KITS	16	0.473										
FY-02 48 KITS	48	1.240										
FY-03 65 KITS			[65]	1.453								
FY-04 79 KITS					[79]	1.915						
TOTAL INSTALL	64	1.713	65	1.453	79	1.915						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	129	8.479	79	5.945		2.522						
INSTALLATION QTY	64		65		79							

Fact Sheet: A-10 MN-9602 COUNTERMEASURE SET (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									208	2.619
KITS NONRECUR										
EQUIPMENT									[208]	6.274
EQUIP NONREC										
CHANGE ORDERS										0.157
DATA										0.253
SIM/TRAINER									[7]	0.334
SUPPORT-EQUIP										1.545
OGC										0.683
INSTALLATION OF HARDWARE										
FY-01 16 KITS									[16]	0.473
FY-02 48 KITS									[48]	1.240
FY-03 65 KITS									[65]	1.453
FY-04 79 KITS									[79]	1.915
TOTAL INSTALL									208	5.081
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									208	16.946
INSTALLATION QTY									208	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 4 Months Follow-On Lead Time: 12 Months

Milestones

	FY-00	FY-01	FY-02	FY-03	FY-04
Contract Date (Month/CY)		10/00	12/01	12/02	12/03
Delivery Date (Month/CY)		02/01	12/02	12/03	12/04

Installation Schedule

	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
Input						3						13	12	12	12	12	16	16	16	17	19	20	20	20
Output						3						13	12	12	12	12	16	16	16	17	19	20	20	20

Description/Justification

The Precision Engagement (PE) Program - MN-9805 - is a spiral development modification. This comprehensive modification creates substantial savings through concurrent integration and installation.

Spiral #1 of the PE modification integrates: MIL-STD 1760 Bus, Joint Direct Attack Munition (JDAM), Wind Corrected Munitions Dispenser (WCMD), LITENING and SNIPER Targeting Pods, creates the Digital Stores Management System (DSMS), and DC power upgrade. DSMS will replace federated and aging components, such as the Armament Control Panel (ACP) (television monitor) and the Interstation Control Unit (ICU) with two Multi-Function Color Displays (MFCD) and replaces the current stick and throttle with improved Hands on Stick and Throttle (HOTAS) controls reducing 'heads down' time in the cockpit. This integrated program vastly improves target acquisition, battlefield situational awareness and weapon employment, while minimizing overall pilot workload. This program does not purchase JDAM/WCMD munitions, targeting pods or their associated support equipment. After Spiral 1, the A/OA-10 will be designated as a C model.

Spiral #2 of the PE modification integrates, tests, and fields an integrated air picture, an integrated ground picture, and legacy waveforms. The modification includes the Multi-Functional Information Distribution System Joint Tactical Radio System (MIDS JTRS) radio set with the Link-16 waveform, the Enhanced Position Location Reporting System (EPLRS) waveform and 2 other waveforms to be determined under the Digital Data Link (DDL) MN-37120 as directed by OSD. Funding control for the DDL was transferred from the A-10 Program Office to the Tactical Data Links (TDL), Gateways, and Network Management (TGN)Program Office at Hanscom AFB, MA, but is still part of the PE modification. The Link-16, EPLRSs and other waveforms provide connectivity to the digital battlefield to ensure joint forces communication, reduced fratricide and interoperability via forward command and control platform centers. Installation of Group A and B kits for Digital Data Link (MN-37120) will be paid for as part of this modification. The PE program may pursue other alternative data link technologies to avoid schedule delays if the currently projected MIDS JTRS terminals prove to be unavailable.

Spiral #3 and subsequent spirals of the A-10 modernization program may include: a moving map, BRU-57 Smart Rack, Small Diameter Bomb (SDB), and additional data link waveforms. Improvements will enhance situation awareness, enable the A-10 to carry the smart weapons on a single parent station, and expand combat data link capability. Through a spiral development approach the PE Program will ultimately improve survivability and tactical affectivity, decrease fratricide, and continue to play a major role as one of the USAF's primary Close Air Support and Forward Air control weapon systems.

*Note 1: The decision to make PE a spiral program was based on differing PE and JTRS IOC schedules. Although JTRS will be part of the PE program, it will be flight tested and fielded as a separate spiral. Spiral #1 is PE without JTRS, Spiral #2 is PE with JTRS. Initial aircraft will have JTRS installed as a field level TCTO, the remaining aircraft will come out of the modification line with JTRS.

*Note 2: $7M in FY05 was added for increased scope of flight test activities to mitigate test program schedule risk as well as incorporate additional requirements identified by the user to make the modification more operationally suitable and effective.

In FY2003, the Precision Engagement program received $5.075 as part of an IFF Supplemental which is included in the above cost table.

Aircraft Breakdown: Active 197, Reserve 51, ANG 95, Total 343

Development Status

3600 Funds are for integration of non-developmental hardware, software, ground test, and flight test. A large piece of development is software related, software design, code, and test. The majority of 3600 funding in these years is for PE Spiral #2 and to correct deficiencies found during flight-testing. 3010 dollars in these years will be used for Spiral #1 kit purchases and installations. Risk is low that flight test will drive changes to the capability/design of non-developmental hardware being procured with 3010 funding.

Projected Financial Plan

PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08

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

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		16.947		29.476		22.590		16.333		9.222		
PROCUREMENT (3010)												
INSTALL KITS			5	0.760	76	12.422	76	10.804	101	15.133	85	13.195
KITS NONRECUR												
EQUIPMENT			[5]	1.547	[76]	22.223	[76]	22.334	[101]	30.920	[85]	26.945
EQUIP NONREC		5.075										
CHANGE ORDERS						2.295		0.309		0.519		2.450
DATA						0.382		0.289		0.501		1.180
SIM/TRAINER					[4]	1.381	[1]	0.356	[2]	0.732	[4]	1.814
SUPPORT-EQUIP					[3]	2.001	[1]	0.687	[14]	8.657	[16]	11.661
ICS								0.644		1.975		1.957
OGC						0.200		0.145		0.222		0.480
INSTALLATION OF HARDWARE												
FY-04 5 KITS					[5]	0.500						
FY-05 76 KITS							[76]	9.656				
FY-06 76 KITS									[76]	10.079		
FY-07 101 KITS									[15]	1.757	[86]	11.747
FY-08 85 KITS											[4]	0.546
TOTAL INSTALL					5	0.500	76	9.656	91	11.836	90	12.293
TOTAL COST (BP-1100) (Totals may not add due to rounding)		5.075	5	2.307	76	41.404	76	45.224	101	70.495	85	71.975
INSTALLATION QTY					5		76		91		90	

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										94.568
PROCUREMENT (3010)										
INSTALL KITS									343	52.314
KITS NONRECUR										
EQUIPMENT									[343]	103.969
EQUIP NONREC										5.075
CHANGE ORDERS		2.110								7.683
DATA		0.171								2.523
SIM/TRAINER	[7]	2.600							[18]	6.883
SUPPORT-EQUIP	[12]	9.008							[46]	32.014
ICS		1.550								6.126
OGC		1.179								2.226
INSTALLATION OF HARDWARE										
FY-04 5 KITS									[5]	0.500
FY-05 76 KITS									[76]	9.656
FY-06 76 KITS									[76]	10.079
FY-07 101 KITS									[101]	13.504
FY-08 85 KITS	[81]	11.196							[85]	11.742
TOTAL INSTALL	81	11.196							343	45.481
TOTAL COST (BP-1100) (Totals may not add due to rounding)		27.814							343	264.294
INSTALLATION QTY	81								343	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months Follow-On Lead Time: 13 Months

Milestones

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

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																	5				16	20	20	20	22	23	23	23	23	23	22	22
Output																	3	2			16	20	20	20	22	23	23	23	23	23	22	22

	FY-09			
Quarter	1	2	3	4
Input	23	23	23	12
Output	23	23	23	12

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-15				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$188.045	$207.789	$151.518	$100.007	$78.632	$51.586	$126.487	$140.027

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 in FY06 is to enhance flight safety while improving reliability and maintainability. The primary modification in FY06 is the identification, friend or foe (IFF) for F-15 A-D aircraft. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	_1200	F-15C Avionics Replacement						11.3	11.2			22.6
	_1202	F-15E AESA Radar							108.7	140.0		248.7
	_2222	32J Fuel Manifold Clamping			0.6	0.7	1.8	0.8				3.9
	10211B	SECONDARY POWER UPG	2.8	1.0	0.1							13.1
	19203B	F100-220E ENGINE UPGRA	65.5	1.7								408.3
	6106	SECONDARY POWER UPG	0.6									5.0
	6145	FUEL NOZZLE DAMPING	0.2	0.1	0.1							3.0
	8049	APG-63V(1) RADAR UPGR	4.0	2.5								638.3
	8265	PROGRAMMABLE ARMAM	26.9	19.8	3.6	7.3						96.6
	8314	AIR DATA PROCESSOR	4.6	4.2	1.8	0.7						31.8
	8352	JOINT HELMET-MOUNTED	22.4	21.5	12.9	10.4						107.1
	8357	ADVANCED DISPLAY COR		37.3	36.0	17.9	19.4	18.5				129.1
	8419	ALQ 135, BAND 1.5	22.1	2.7								205.5
	8660	BOL				1.0	15.4	8.6	6.6			63.1
	8662	AETC MTD UPGRADES-FI			2.1	1.3						7.4
	8701	F-15 C/D GPS	11.8	12.0	2.5							31.7
	8703	F-15 A/D DIGITAL VIDEO R				11.6	23.6	11.3				46.5
	8705	F-15E DIGITAL VIDEO REC		1.0	3.8	3.8	18.5					27.1
	8742	TEWS INTERMEDIATE SU			17.8	1.3						19.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 26	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-15				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$188.045	$207.789	$151.518	$100.007	$78.632	$51.586	$126.487	$140.027

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 in FY06 is to enhance flight safety while improving reliability and maintainability. The primary modification in FY06 is the identification, friend or foe (IFF) for F-15 A-D aircraft. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
	8745	IFF A-D	25.3	34.4	40.7	23.3						130.6
	8746	IFF E		27.9	27.0	17.8						72.8
	99999E	MISC ENGINE UPDATE MO	0.1		0.8	1.0	0.0	1.0				3.9
	99999U	LOW COST RETROFIT MO	1.0	0.6	0.1	0.1						6.3
	99999X	LOW COST MODIFICATIO	0.7	0.2	1.7	1.9						13.6
	Z88888	REPROGRAMMINGS	0.1	40.7								
TOTAL FOR CLASS P			188.2	207.8	151.7	100.1	78.6	51.6	126.5	140.0	0.0	2,335.1
TOTAL FOR WEAPON SYSTEM F-15			188.2	207.8	151.7	100.1	78.6	51.6	126.5	140.0	0.0	2,335.1

Totals may not add due to rounding.

Description/Justification

Modernization of five commodity components of the Secondary Power System (SPS), including the Jet Fuel Starter Fuel Control Unit, Central Gearbox, Left and Right hand Airframe Mounted Accessory Drive (AMAD), and Clutch Control Valve. Improves R&M of system by 125%. Increases the overall reliability of the SPS. Current system is responsible for 22% of all ground aborts, with 34,000 mhrs per 100K flight hours expended for unscheduled maintenance. Modification quantity is for five component parts of varying total quantities, completed on these items at the Depot, and installed by Organizational and Intermediate (O&I) maintenance into 475 aircraft in the field. All installs and spares on the shelf are to be modified. Quantities shown are component quantities to be modified rather than aircraft install quantities.

Installation of this modification is funded and performed at the depot level.

Aircraft Breakdown: Active 398, Reserve 0, ANG 77, Total 475

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2280	8.985	798	2.812	358	1.008						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.205										
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
OGC		0.028						0.010				
TOOLING		0.054										

Fact Sheet: F-15 MN-10211B SECONDARY POWER UPGRADE A-D (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-98 129 KITS	129											
FY-99 45 KITS	45	0.002										
FY-00 675 KITS	675	0.010										
FY-01 781 KITS	781											
FY-02 450 KITS	450											
FY-03 200 KITS			[200]									
FY-04 798 KITS					[798]							
FY-05 358 KITS							[358]					
TOTAL INSTALL	2080	0.012	200		798		358					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	2280	9.284	798	2.812	358	1.008		0.010				
INSTALLATION QTY	2080		200		798		358					

Fact Sheet: F-15 MN-10211B SECONDARY POWER UPGRADE A-D (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									3436	12.805
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.205
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
OGC										0.038
TOOLING										0.054
INSTALLATION OF HARDWARE										
FY-98 129 KITS									[129]	
FY-99 45 KITS									[45]	0.002
FY-00 675 KITS									[675]	0.010
FY-01 781 KITS									[781]	
FY-02 450 KITS									[450]	
FY-03 200 KITS									[200]	
FY-04 798 KITS									[798]	
FY-05 358 KITS									[358]	
TOTAL INSTALL									3,436	0.012
TOTAL COST (BP-1100)									3,436	13.114
(Totals may not add due to rounding)										
INSTALLATION QTY									3,436	

Method of Implementation: DEPOT

Initial Lead Time: 12 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
Contract Date (Month/CY)		03/98	02/99	02/00	04/01	12/01	12/02	12/03	12/04
Delivery Date (Month/CY)		03/99	02/00	02/01	04/02	12/02	12/03	12/04	12/05

Fact Sheet: F-15 MN-10211B SECONDARY POWER UPGRADE A-D (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									43	43	43	11	11	11	12	168	168	168	171	195	195	195	196	113	113	112	112	50	50	50	50	
Output									43	43	43	11	11	11	12	168	168	168	171	195	195	195	196	113	113	112	112	50	50	50	50	

	FY-05				FY-06			
Quarter	1	2	3	4	1	2	3	4
Input	200	200	200	198	90	90	90	88
Output	200	200	200	198	90	90	90	88

Description/Justification

This effort modifies the F100-PW-100/-200 engine and spare modules to the F100-PW-220E configuration. The -220E includes the core, Low Pressure Turbine (LPT), augmentor, and fan modules as well as the gear pump and digital electronic engine control (DEEC) system. It will be equivalent to the new production -220 engine. Maintenance benefits include no engine trim, automated diagnostics, 23% fewer organizational-scheduled inspections, and 86% increased availability. Benefits include avoidance of six class A mishaps. Operational benefits include 32% faster idle-to-max transient, normal 10% thrust improvement, full envelope capability, unrestricted throttle movement, automatic secondary control and 225 knot air start capability. Install plan utilizes scheduled Depot Overhaul (O&M) funding as negotiated with the using command, and labor at the field production facility. The quantities line represent the number of engines identified in the 'EQUIPMENT' line only and doesn't include the number of spare modules identified in the 'MOD OF SPARES' line. The INSTALLATION OF HARDWARE dollars represent the costs of the labor for modifying items associated with the engine upgrade kits purchased in the previous FY. Concurrent with the transition of installation from Kadena AFB, Japan to Eglin AFB, FL, installation has moved from field installation, which was paid for by the organization of the field to depot field team installation, which is paid for by the program. There have been three Congressional Plus-Ups (FY00, FY03, and FY04) for Air National Guard (ANG). During FY00, FY03, FY04, and FY05 additional 14, 9, 8 engines were upgraded for ANG fund of $19.38M, $14.00M, and $12.87M, respectively. 12 additional engines were upgraded for ANG using FY02 GREA funds totaling $18.5M and another 12 engine upgrades were procured for ANG using FY04 GREA funds totaling $18.6M. The ANG engine upgrades installs (31) are to be performed at the Depot paid for by ANG.

Aircraft Breakdown: Active 255, Reserve 0, ANG 31, Total 286

Development Status

Completed.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	243	318.292	43	60.292								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP	3	2.846	[1]	0.108								
MOD OF SPARES	88	8.702	[10]	0.507								
OGC		3.621		1.803								

Fact Sheet: F-15 MN-19203B F100-220E ENGINE UPGRADE (Continued)

Projected Financial Plan Continued

		PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-93	18 KITS	18											
FY-94	18 KITS	18											
FY-97	23 KITS	23	3.255										
FY-98	22 KITS	22	1.465										
FY-99	25 KITS	25	1.250										
FY-00	35 KITS	35	0.718										
FY-01	38 KITS	38	0.618										
FY-02	24 KITS	14	0.343	[10]	1.400								
FY-03	40 KITS			[10]	1.400	[30]	1.260						
FY-04	43 KITS					[10]	0.420	[33]					
TOTAL INSTALL		193	7.649	20	2.800	40	1.680	33					
TOTAL COST (BP-1100) (Totals may not add due to rounding)		243	341.110	43	65.510		1.680						
INSTALLATION QTY		193		20		40		35					

Fact Sheet: F-15 MN-19203B F100-220E ENGINE UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									286	378.584
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP									[4]	2.954
MOD OF SPARES									[98]	9.209
OGC										5.424
INSTALLATION OF HARDWARE										
FY-93 18 KITS									[18]	
FY-94 18 KITS									[18]	
FY-97 23 KITS									[23]	3.255
FY-98 22 KITS									[22]	1.465
FY-99 25 KITS									[25]	1.250
FY-00 35 KITS									[35]	0.718
FY-01 38 KITS									[38]	0.618
FY-02 24 KITS									[24]	1.743
FY-03 40 KITS									[40]	2.660
FY-04 43 KITS									[43]	0.420
TOTAL INSTALL									286	12.129
TOTAL COST (BP-1100) (Totals may not add due to rounding)									286	408.300
INSTALLATION QTY									288	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 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
Contract Date (Month/CY)		06/95	06/96			06/97	12/97	12/98	12/99	12/00	12/01	12/02	05/04	05/05
Delivery Date (Month/CY)		06/96	06/97			06/98	12/98	12/99	12/00	12/01	12/02	12/03	05/05	05/06

Fact Sheet: F-15 MN-19203B F100-220E ENGINE UPGRADE (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																			18	8	10						3	5	5	5	9	4
Output																				18	8	10						3	5	5	5	9

	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				
Input	7	7	7	6	6	6	7	8	10	10	9	10	10	9	8	6	6	4	0	10	10	10	10	10	11	11	11	2				
Output	4	7	7	7	6	6	6	7	8	10	10	9	10	10	9	8	6	6	4	0	10	10	10	10	11	11	11					

Description/Justification

The NAVSTAR Global Positioning System (GPS) is a space based radio navigation system that will provide suitably equipped host vehicles with capability for highly accurate jam , three dimensional position, velocity, and worldwide coverage in all weather to improve mission effectiveness. Current program includes Avionics Interface Unit (AIU) buy. Two aircraft received mod through RDT&E integration, which will remain on the aircraft. Remaining 199 kits/installs shown here. FY 05 funding for Retrofit of existing Legacy EGI's to SAASM to address obsolete parts and CJCSSI 6140.01.

In FY 03 38 Aircraft were outfitted with GPS amplifier upgrade.

Aircraft Breakdown: Active 199, Reserve 0, ANG 0, Total 199

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.728										
PROCUREMENT (3010)												
INSTALL KITS	234	4.821										
KITS NONRECUR	3	8.495										
EQUIPMENT	196	24.103										
EQUIP NONREC	3	0.780										
CHANGE ORDERS												
DATA		0.110										
SIM/TRAINER	13	0.484										
SUPPORT-EQUIP		0.280										
OGC		0.083										
TOOLING		0.009										
INSTALLATION OF HARDWARE												
FY-94 3 KITS	3	0.105										
FY-96 20 KITS	20	0.338										
FY-97 16 KITS	16	0.141										
FY-98 93 KITS	93	1.409										
FY-99 25 KITS	25	0.369										
FY-00 42 KITS	42	0.349										
FY-03 38 KITS	31	0.417										
TOTAL INSTALL	230	3.128										
TOTAL COST (BP-1100) (Totals may not add due to rounding)	237	42.293										
INSTALLATION QTY	230											

Fact Sheet: F-15 MN-3150E GPS (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										1.728
PROCUREMENT (3010)										
INSTALL KITS									234	4.821
KITS NONRECUR									3	8.495
EQUIPMENT									[196]	24.103
EQUIP NONREC									[3]	0.780
CHANGE ORDERS										
DATA										0.110
SIM/TRAINER									[13]	0.484
SUPPORT-EQUIP										0.280
OGC										0.083
TOOLING										0.009
INSTALLATION OF HARDWARE										
FY-94 3 KITS									[3]	0.105
FY-96 20 KITS									[20]	0.338
FY-97 16 KITS									[16]	0.141
FY-98 93 KITS									[93]	1.409
FY-99 25 KITS									[25]	0.369
FY-00 42 KITS									[42]	0.349
FY-03 38 KITS									[31]	0.417
TOTAL INSTALL									230	3.128
TOTAL COST (BP-1100) (Totals may not add due to rounding)									237	42.293
INSTALLATION QTY									237	

Method of Implementation: COMBINATION

Initial Lead Time: 26 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
Contract Date (Month/CY)		02/94		02/97	03/97	01/98	01/99	01/00			06/03
Delivery Date (Month/CY)		04/96		02/98	03/98	01/99	01/00	01/01			06/04

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																3								3	13	18	19	23	18	16	15	17
Output																	3								3	13	18	19	23	18	16	15

	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
Input	14	14	13	13							4	27	7			
Output	17	14	14	13	13						4	27	7			

Description/Justification

Modernization of five commodity components of the Secondary Power System (SPS), including the Jet Fuel Starter Fuel Control Unit, Central Gearbox, Left and Right Hand Airframe Mounted Accessory Drive (AMAD), Clutch Control Valve, and Jet Fuel Starter. Increases R&M of the system in the overall reliability of the SPS by 125%. Current system is responsible for 22% of all ground aborts, with 34,000 mhrs per 100K flight hours expended for unscheduled maintenance. Modification is a commodity mod. Five commodity parts of varying quantities will be modified at depot and will be installed by O&I maintenance. Aircraft does not have to be input into depot maintenance to receive mod. Mod quantities are commodity items to be modified, rather than aircraft installs.

Installation of this modification is funded and performed at the depot level.

Aircraft Breakdown: Active 201, Reserve 0, ANG 0, Total 201

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1196	4.449	142	0.570								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.014										
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
OGC												
INSTALLATION OF HARDWARE												
FY-01 444 KITS	444											
FY-02 417 KITS	417											
FY-03 335 KITS			[335]									
FY-04 142 KITS					[142]							
TOTAL INSTALL	861		335		142							
TOTAL COST (BP-1100)	1196	4.463	142	0.570								
(Totals may not add due to rounding)												
INSTALLATION QTY	861		335		142							

Fact Sheet: F-15 MN-6106 SECONDARY POWER UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									1338	5.019
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.014
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
OGC										
INSTALLATION OF HARDWARE										
FY-01 444 KITS									[444]	
FY-02 417 KITS									[417]	
FY-03 335 KITS									[335]	
FY-04 142 KITS									[142]	
TOTAL INSTALL									1,338	
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									1,338	5.033
INSTALLATION QTY									1,338	

Method of Implementation: DEPOT

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

Milestones

	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05
Contract Date (Month/CY)		04/01	12/01	12/02	12/03	12/04
Delivery Date (Month/CY)		04/02	12/02	12/03	12/04	12/05

Installation Schedule

	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
Input										222	222	104	104	104	105	83	84	84	84	36	36	35	35	
Output										222	222	104	104	104	105	83	84	84	84	36	36	35	35	

Description/Justification

This modification provides significant improvements to the reliability and maintainability of the aging APG-63 radar. The current APG-63 is becoming logistically unsupportable because of parts obsolescence. Modification will ensure the F-15C is the world's best air superiority aircraft until the F-22 assumes primary air-to-air mission. APG-63(V)1 program is a building block and enabler for F-15 future growth capabilities such as Combat ID, Electronic Counter Measures, and the APG-63(V)2 radar. APG-63(V)1 must be supported through the end of the F-15 life. This program uses a form-fit-function contractor sustainment concept, vice organic, that incentivizes the contractor to proactively improve radar reliability and eliminate obsolete parts. Installs are done in field by a contractor field team and take approximately 1 month from start to finish. Therefore, some aircraft will be inducted into the installation line in one quarter, but not complete until the following quarter.

In FY02, APG-63(V)1 Radar received $34M as part of the Defense Emergency Relief Funding. Funding was used to purchase 11 radar systems and additional spares in support of Operation Enduring Freedom to bring the FY02 total to 34 systems. This DERF funding is not reflected in the FY02 program total, however install funding and quantities are included. In FY03, APG-63(V)1 Radar received $36.5M of plus-up funding. Of the $36.5M, $6.2M was funding for spares. The remaining $30.3M was used to purchase 11 additional radars to bring the total funded quanitity to 179.

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

Development Status

EMD start Aug 94. DT&E start Jul 97. LRIP awarded Aug 97. IOT&E effectiveness eval ended Jul 99. IOT&E suitability eval ended May 00. Follow-on suitability eval ended Mar 01. First system fielded in Mar 01 -- installs continue at a rate of 2-3 per month. Mean Time Between Maintenance Action (MTBMA) continues to improve and is currently above the projected growth maturation curve.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		218.545										
PROCUREMENT (3010)												
INSTALL KITS	168	6.544										
KITS NONRECUR												
EQUIPMENT	168	556.044										
EQUIP NONREC		37.611										
CHANGE ORDERS		0.373										
DATA		0.254										
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES (EXEMPT)												
ICS		11.242										
OGC		9.858		0.889		0.564						

Fact Sheet: F-15 MN-8049 APG-63V(1) RADAR UPGRADE (Continued)

Projected Financial Plan Continued

		PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-97	4 KITS	4	0.860										
FY-98	17 KITS	17											
FY-99	22 KITS	22	1.608										
FY-00	33 KITS	33	2.601										
FY-01	38 KITS	36	4.121			[2]	0.101						
FY-02	25 KITS	7	0.652	[27]	3.131	[2]	0.101						
FY-03	29 KITS					[29]	1.717						
TOTAL INSTALL		119	9.842	27	3.131	33	1.919						
TOTAL COST (BP-1100) (Totals may not add due to rounding)		168	631.768		4.020		2.483						
INSTALLATION QTY		111		32		24							

Fact Sheet: F-15 MN-8049 APG-63V(1) RADAR UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										218.545
PROCUREMENT (3010)										
INSTALL KITS									168	6.544
KITS NONRECUR										
EQUIPMENT									[168]	556.044
EQUIP NONREC										37.611
CHANGE ORDERS										0.373
DATA										0.254
SIM/TRAINER										
SUPPORT-EQUIP										
INITIAL SPARES (EXEMPT)										
ICS										11.242
OGC										11.311
INSTALLATION OF HARDWARE										
FY-97 4 KITS									[4]	0.860
FY-98 17 KITS									[17]	
FY-99 22 KITS									[22]	1.608
FY-00 33 KITS									[33]	2.601
FY-01 38 KITS									[38]	4.222
FY-02 25 KITS									[36]	3.884
FY-03 29 KITS									[29]	1.717
TOTAL INSTALL									179	14.892
TOTAL COST (BP-1100) (Totals may not add due to rounding)									168	638.271
INSTALLATION QTY									179	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 20 Months Follow-On Lead Time: 20 Months

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)				06/97	01/98	06/99	05/00	06/01	03/02	02/03
Delivery Date (Month/CY)				02/99	09/99	02/01	01/02	02/03	11/03	09/04

Fact Sheet: F-15 MN-8049 APG-63V(1) RADAR UPGRADE (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																								3		2	4	6	6	2	5	7
Output																								3		1	3	6	6	3	4	6

	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
Input	8	7	9	8	7	13	12	12	11	8	4	9	6	6	6	6	6	6		
Output	8	8	8	8	8	10	13	12	11	9	10	6	6	6	6	6	6	6		

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 occured in FY01. The F-15 E227 aircraft program funded the establishment of the production capability.

Aircraft Breakdown: Active 217, Reserve 0, ANG 0, Total 217

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		19.728										
PROCUREMENT (3010)												
INSTALL KITS	103	3.640	60	1.359	54	1.259						
KITS NONRECUR												
EQUIPMENT	103	18.703	[60]	10.642	[54]	9.005						
EQUIP NONREC		0.273										
CHANGE ORDERS		0.010				0.309						
DATA		2.144		0.016		0.015						
SIM/TRAINER												
SUPPORT-EQUIP		5.375		2.320								
NUCLEAR CERTIFCATION		1.542		0.033								
DEPOT		1.003		0.298						0.967		
WEAPONS UMBILICALS	103	0.408	[60]	0.317	[54]	0.609			[133]	2.000		
TRAINING		0.120		0.041		0.100						
OGC		0.158		3.118								
ICS		0.083		0.120		0.072		0.064		0.063		
GFP		0.115		0.027		0.011		0.012				
WARRANTY		0.152		0.099		0.113						
1760 INTERFACE CAPABILITY		4.070		4.851		5.183				1.736		
				1.524	[47]	0.846	[36]	0.640	[35]	0.630		

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

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-01 26 KITS	26	0.790										
FY-02 45 KITS	6	0.379	[32]	2.159	[7]	0.373						
FY-03 32 KITS					[32]	1.706						
FY-04 60 KITS					[4]	0.213	[56]	2.603				
FY-05 54 KITS							[17]	0.276	[37]	1.910		
TOTAL INSTALL	32	1.169	32	2.159	43	2.292	73	2.879	37	1.910		
TOTAL COST (BP-1100) (Totals may not add due to rounding)	103	38.965	60	26.924	54	19.814		3.595		7.306		
INSTALLATION QTY	32		32		43		73		37			

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										19.728
PROCUREMENT (3010)										
INSTALL KITS									217	6.258
KITS NONRECUR										
EQUIPMENT									[217]	38.350
EQUIP NONREC										0.273
CHANGE ORDERS										0.319
DATA										2.175
SIM/TRAINER										
SUPPORT-EQUIP										7.695
NUCLEAR CERTIFCATION										1.575
DEPOT										2.268
WEAPONS UMBILICALS									[350]	3.334
TRAINING										0.261
OGC										3.276
ICS										0.402
GFP										0.165
WARRANTY										0.364
1760 INTERFACE CAPABILITY										15.840
									[118]	3.640
INSTALLATION OF HARDWARE										
FY-01 26 KITS									[26]	0.790
FY-02 45 KITS									[45]	2.911
FY-03 32 KITS									[32]	1.706
FY-04 60 KITS									[60]	2.816
FY-05 54 KITS									[54]	2.186
TOTAL INSTALL									217	10.409
TOTAL COST (BP-1100) (Totals may not add due to rounding)									217	96.604
INSTALLATION QTY									217	

Method of Implementation: DEPOT/FIELD TEAM

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

Milestones

	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)							06/01	12/01	12/02	12/03	12/04
Delivery Date (Month/CY)							08/02	02/03	02/04	02/05	02/06

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

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																																1
Output																																1

	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
Input	3	10	9	9	7	8	9	8	9	10	11	13	19	18	19	17	17	16	4					
Output	0	1	0	1	5	7	19	12	12	12	11	13	16	13	16	12	16	14	10	13	11	2		

Description/Justification

The Air Data Processor (ADP) provides a high quality supportable 2-level maintenance subsystem, and a tailored source for accurate atmospheric sensing, cueing, and weapons delivery. Modification replaces five aging non-supportable avionics subsystems: air data computer, two electronic air inlet controllers; pressure sensor assembly, and flap blow-up switch. The 3010 ADP production is unrelated to SEC tables development. The Advanced Display Core Processor (ADCP) Program is baselined with ADP deliveries. Definitization of FY02-06 production options completed in Apr 01. Seventeen ADP units were procured as part of E210 configuration, ten units were procured as part of E227 configuration, and five EMD units were retrofitted to production configuration. FY05 kit quantity decreased by 2 due to aircraft attrition. FY05 Kit buy contract award Dec 04.

Aircraft Breakdown: Active 194, Reserve 0, ANG 0, Total 194

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	5	2.900										
PROCUREMENT (3010)												
INSTALL KITS	137	2.788	29	0.879	28	0.625						
KITS NONRECUR												
EQUIPMENT	137	11.786	[29]	2.330	[28]	2.527						
EQUIP NONREC		0.106										
CHANGE ORDERS						0.049		0.133				
DATA				0.000				0.325				
SIM/TRAINER												
SUPPORT-EQUIP		2.721		0.580				0.350				
ICS		0.316		0.124		0.144		0.181		0.118		
		0.042		0.011		0.011						
PARTS RETESTING		0.007		0.004		0.013		0.015				
OGC												
INSTALLATION OF HARDWARE												
FY-00 42 KITS	42	1.267										
FY-01 38 KITS	26	1.361	[12]	0.252								
FY-02 24 KITS			[22]	0.408	[2]	0.028						
FY-03 33 KITS					[24]	0.652						
FY-04 29 KITS					[7]	0.190	[31]	0.691				
FY-05 28 KITS							[6]	0.134	[22]	0.605		
TOTAL INSTALL	68	2.628	34	0.660	33	0.870	37	0.825	22	0.605		
TOTAL COST (BP-1100) (Totals may not add due to rounding)	137	20.394	29	4.588	28	4.239		1.829		0.723		
INSTALLATION QTY	68		34		33		37		22			

Fact Sheet: F-15 MN-8314 AIR DATA PROCESSOR (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[5]	2.900
PROCUREMENT (3010)										
INSTALL KITS									194	4.292
KITS NONRECUR										
EQUIPMENT									[194]	16.643
EQUIP NONREC										0.106
CHANGE ORDERS										0.182
DATA										0.325
SIM/TRAINER										
SUPPORT-EQUIP										3.651
ICS										0.883
										0.064
PARTS RETESTING										0.039
OGC										
INSTALLATION OF HARDWARE										
FY-00 42 KITS									[42]	1.267
FY-01 38 KITS									[38]	1.613
FY-02 24 KITS									[24]	0.436
FY-03 33 KITS									[24]	0.652
FY-04 29 KITS									[38]	0.881
FY-05 28 KITS									[28]	0.739
TOTAL INSTALL									194	5.588
TOTAL COST (BP-1100) (Totals may not add due to rounding)									194	31.773
INSTALLATION QTY									194	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months Follow-On Lead Time: 17 Months

Milestones

	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05
Contract Date (Month/CY)			06/00	12/00	12/01	12/02	12/03	12/04
Delivery Date (Month/CY)			06/01	05/02	05/03	05/04	05/05	05/06

Fact Sheet: F-15 MN-8314 AIR DATA PROCESSOR (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															1	2	9	6	8	8	9	10	8	7	10	9	9	6	10	9	7	7
Output																	4	8	7	6	6	8	10	9	12	11	9	9	7	8	7	7

	FY-06				FY-07			
Quarter	1	2	3	4	1	2	3	4
Input	7	9	12	9	9	8	2	3
Output	7	10	10	12	9	10	5	3

Description/Justification

The Joint Helmet Mounted Cueing System (JHMCS) provides pilots the capability to aim weapons and sensors by simply looking at the intended target, as opposed to the current, cumbersome technique of using the radar or maneuvering the entire aircraft towards the target. This capability, coupled with next generation missiles such as the AIM-9X, will regain the first look/first shot advantage in the close-in, highly dynamic within visual range (WVR) air-to-air combat arena. Existing threat aircraft are equipped with High Off-Boresight Systems (HOBS) consisting of helmet mounted sights and missiles with greater off-boresight capability than the current AIM 9L/M, putting U.S. fighter pilots at a severe disadvantage in a close range dogfight.

The JHMCS system alone significantly increases combat capability by increasing situation awareness and enabling pilots to consistently exploit the full capabilities of existing weapons, the navigation system, and the radar.

Modification kits include system components for installation on aircraft, plus additional pilot equipment due to the fact that there are more pilots than aircraft. Required Assets Available (RAA) is projected for 3QFY05. The JHMCS is currently maintained through an ICS contract until the end of FY07. A depot will be stood-up to support the JHMCS in FY08. Preparation for this effort will start in FY06 for full stand-up of the depot in FY08.

In FY02, JHMCS received $8M as a part of the Defense Emergency Relief Fund (DERF). Funding was used to procure an additional 18 systems and installs to accelerate the fielding of F-15 JHMCS in support of Operation Enduring Freedom. Additional systems started deploying 1Q/FY03. The DERF modifications were completed Jun 03. This funding is not reflected in the FY02 program total.

In FY03, JHMCS received $4M for procurement of Air National Guard (ANG) assets. 8 kits and items in support of the procurement such as the associated support equipment have been purchased.

In FY05, an extra active aircraft was added to replace atritted 42nd test jet.

To save installation costs and to minimize aircraft downtime, the JHMCS installation is being conducted concurrently with the APG-63(V)1 Radar Upgrade (MN-8049) and the Embedded Global Positioning System/Inertial Navigation System (EGI) (MN-8701) when feasible. Due to lead time and complexity of Air Combat Command's Joint Installation Schedule, installation could extend two years from receipt of kits.

Aircraft Breakdown: Active 162, Reserve 0, ANG 8, Total 170

Development Status

PDR and CDR completed FY98/4. Successful DT&E flight test completed FY01/3. In Dec 99, JHMCS EMD was extended 18 months to Mar 02 to resolve R&M issues and improve HOBS performance with AIM-9X. Operational test (OT) started Jun 01, and was completed in Jun 02. This is 4 months later than the previous estimate due to delayed F/A-18E/F testing and OT investigation of differences between OT components and production units. The EMD contract will be extended to better support the F-16/JHMCS integration schedule and the JHMCS-equipped test aircraft being used in AIM-9X OT, and to fix top priority operational test issues. OT conducted a 2-month verification correction of deficiencies Jan-Feb 03 to verify OT test issues were resolved. Due to delay in release of the beyond LRIP report, the MSIII was delayed until FY04.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		15.418										
PROCUREMENT (3010)												
INSTALL KITS	99	4.844	30	0.721	41	0.941	0	0.000				
KITS NONRECUR												

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
EQUIPMENT	99	19.202	[30]	11.803	[41]	10.428	[0]	0.000				
EQUIP NONREC		5.676		1.789		0.525		0.487				
CHANGE ORDERS		0.232										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		4.804		1.747		1.063						
OGC		0.381		2.220		1.300		4.776		1.251		
TRAINING		0.357		0.048								
ICS		0.538		2.727		4.050		5.325		7.849		
PACKAGING												
INITIAL SPARES (WCF REIMBURSEMENTS)												
INSTALLATION OF HARDWARE												
FY-01 10 KITS	10	0.528										
FY-02 54 KITS	30	2.632	[24]	0.734								
FY-03 35 KITS	8	0.605	[21]	0.642	[6]	0.540						
FY-04 30 KITS					[30]	2.700						
FY-05 41 KITS							[26]	2.340				
FY-06 0 KITS									[15]	1.260		
TOTAL INSTALL	48	3.765	45	1.376	36	3.240	26	2.340	15	1.260		
TOTAL COST (BP-1100) (Totals may not add due to rounding)	99	39.799	30	22.431	41	21.547		12.928		10.360		
INSTALLATION QTY	26		36		41		34		26			

Fact Sheet: F-15 MN-8352 JOINT HELMET-MOUNTED CUEING SYSTEM (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										15.418
PROCUREMENT (3010)										
INSTALL KITS									170	6.506
KITS NONRECUR										
EQUIPMENT									[170]	41.433
EQUIP NONREC										8.477
CHANGE ORDERS										0.232
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										7.614
OGC										9.928
TRAINING										0.405
ICS										20.489
PACKAGING										
INITIAL SPARES (WCF REIMBURSEMENTS)										
INSTALLATION OF HARDWARE										
FY-01 10 KITS									[10]	0.528
FY-02 54 KITS									[54]	3.366
FY-03 35 KITS									[35]	1.787
FY-04 30 KITS									[30]	2.700
FY-05 41 KITS									[26]	2.340
FY-06 0 KITS									[15]	1.260
TOTAL INSTALL									170	11.981
TOTAL COST (BP-1100) (Totals may not add due to rounding)									170	107.065
INSTALLATION QTY									170	

Method of Implementation: COMBINATION

Initial Lead Time: 12 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
Contract Date (Month/CY)					08/01	02/02	05/03	02/04	05/05	01/06
Delivery Date (Month/CY)					08/02	02/03	05/04	02/05	05/06	01/07

Fact Sheet: F-15 MN-8352 JOINT HELMET-MOUNTED CUEING SYSTEM (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																								2		8	9	7	7	7	11	11
Output																									2	8	7	7	7	7	10	10

	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	11	12	11	7	9	9	8	8	8	9	6	3	7			
Output	10	12	13	9	9	9	8	8	8	8	7	4	3	4		

Description/Justification

The Advanced Display Core Processor (ADCP) modification combines the Multi-Purpose Display Processor (MPDP) and the Very High Speed Integrated Central Computer (VHSIC) into one integrated LRU. The VCC and MPDP are plagued with obsolete parts and they barely support current computer resource requirements. 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. The ADCP is also on the critical path to fielding of the Small Diameter Bomb (SDB) on the F-15E. Depot start-up costs are included in the Support Equipment line starting in FY 07.

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

Development Status

Flight test of the Tech Roll unit was completed in Nov 04. Force Development Evaluation (FDE) using Tech Roll units and the latest spiral of Suite 5E will begin Dec 2004. The PEO authorized entrance into Mileston C Dec 2004.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		73.062		13.500		10.056						
PROCUREMENT (3010)												
INSTALL KITS					57	0.844	66	0.994	30	0.460	35	0.547
KITS NONRECUR												
EQUIPMENT					[47]	18.420	[66]	25.740	[30]	11.730	[35]	13.685
EQUIP NONREC						6.288						
CHANGE ORDERS						1.842		1.666		0.808		0.897
DATA						2.974		1.392		0.237		
SIM/TRAINER												
SUPPORT-EQUIP						2.400		1.910		1.399		1.631
PROGRAM MNGMT						1.256		1.494		0.759		0.769
TRAINING						0.325		0.385		0.433		
RETROFIT KITS					[10]	2.578						
OGC						0.333		0.344		0.163		0.185
ICS						0.000		1.519		1.230		1.310
INSTALLATION OF HARDWARE												
FY-05 57 KITS							[57]	0.604				
FY-06 66 KITS									[66]	0.713		
FY-07 30 KITS											[30]	0.330
FY-08 35 KITS												
FY-09 36 KITS												
TOTAL INSTALL							57	0.604	66	0.713	30	0.330
TOTAL COST (BP-1100) (Totals may not add due to rounding)					57	37.260	66	36.048	30	17.932	35	19.354
INSTALLATION QTY							16		86		45	

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										96.618
PROCUREMENT (3010)										
INSTALL KITS	36	0.590							224	3.435
KITS NONRECUR										
EQUIPMENT	[36]	14.180							[214]	83.755
EQUIP NONREC										6.288
CHANGE ORDERS		0.838								6.051
DATA										4.603
SIM/TRAINER										
SUPPORT-EQUIP		1.100								8.440
PROGRAM MNGMT		0.811								5.089
TRAINING										1.143
RETROFIT KITS									[10]	2.578
OGC		0.198								1.223
ICS										4.059
INSTALLATION OF HARDWARE										
FY-05 57 KITS									[57]	0.604
FY-06 66 KITS									[66]	0.713
FY-07 30 KITS									[30]	0.330
FY-08 35 KITS	[35]	0.393							[35]	0.393
FY-09 36 KITS	[36]	0.404							[36]	0.404
TOTAL INSTALL	71	0.797							224	2.444
TOTAL COST (BP-1100) (Totals may not add due to rounding)	36	18.514							224	129.108
INSTALLATION QTY	32								224	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 15 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
Contract Date (Month/CY)							01/05	12/05	12/06	12/07	12/08
Delivery Date (Month/CY)							04/06	12/06	12/07	12/08	12/09

Fact Sheet: F-15 MN-8357 ADVANCED DISPLAY CORE PROCESSOR (ADCP) (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																															4	12
Output																															4	12

	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	17	24	24	21	21	9	9	6	6	8	9	9	9	21	15	
Output	17	24	24	21	21	9	9	6	6	8	9	9	9	21	15	

Description/Justification

Modification provides low/mid band jamming capability against electronic threats. Under the Band 1.5 EMD program, Band 1.5 has been integrated with the ALQ-135 Band 3 Internal Countermeasures Set (ICS) and ALR56C Radar Warning Receiver (RWR) to provide full threat coverage. A Band 1.5 system consists of one Control Oscillator (CO) and two RF Amplifiers (RFA). Band 1.5 Special Purpose Requirements Authorized to Maintenance (SPRAM) shipsets consists of one CO and one RFA. SPRAM units are 'golden boxes' utilized by maintenance to troubleshoot and analyze failures in the field. The costs below include production and fielding support of the Band 1.5 ICS. Milestone III approval received on 12 Dec 00. Lot II contract was awarded 12 Dec 00. Lot III contract was awarded 11 Dec 01 (13 shipsets). Lot III+ contract awarded 26 Mar 02 (Congressional Plus-up added 15 shipsets to Lot III Production Buy). Lot IV contract awarded 17 Dec 02 (9 shipsets). Lot IV+ contract awarded 11 Mar 03 (Congressional Plus-up added 8 shipsets to Lot IV Production Buy). Lot V contract awarded 9 Jan 04 (4 shipsets). Lot V+ contract awarded 19 Feb 04 (Congressional Plus-up added 5 shipsets to Lot V Production Buy). Lot VI contract award in Feb 05 (Congressional Plus-up acquires 3 additional shipsets).

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

Development Status

Hardware development is complete. Integration with ALR-56C RWR and Initial Development Flight Test was completed. Initial RDT&E EMD was completed FY97/2-FY99/2. In over 330 cumulative hours of ground and flight testing, there have been very few Band 1.5 hardware failures. Initial IOT&E (FY99/3-FY99/4) identified opportunities to improve software performance of the system. The Band 1.5 program was restructured to incorporate these improvements prior to fielding.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		39.586										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	79	142.082	9	16.595	0	0.000						
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.096		0.192		0.000						
SIM/TRAINER												
SUPPORT-EQUIP		13.496		0.821		2.731						
SPRAM	6	11.790	[1]	1.891								
OGC		4.018		0.642		0.000						
GFE		5.702		1.001		0.000						
CONTRACT SUPPORT		1.064		0.384		0.000						
ICS		1.499		0.541		0.000						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	79	180.747	9	22.067		2.731						

Fact Sheet: F-15 MN-8419 ALQ 135, BAND 1.5 (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										39.586
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									88	158.677
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.288
SIM/TRAINER										
SUPPORT-EQUIP										17.048
SPRAM									[7]	13.681
OGC										4.660
GFE										6.703
CONTRACT SUPPORT										1.448
ICS										2.040
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									88	205.545

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
Contract Date (Month/CY)				02/99	12/99	12/00	12/01	12/02	12/03	02/05
Delivery Date (Month/CY)				02/00	12/00	12/01	12/02	12/03	12/04	02/06

Description/Justification

The BOL-515 (AN/ALE-58) countermeasure dispenser (CMD), produced by BAE under license from Saab Avionics, of Sweden, is a non-developmental item (NDI) high-capacity chaff and pyrophoric infrared (IR) decoy dispenser for aircraft self-protection developed for installation inside a missile launcher rail (LAU-128). The modification equips all 114 ANG F-15A/B aircraft to carry up to 4 dispensers, each holding 160 packages of countermeasures (chaff or IR decoys). A rotable pool of 114 BOL/LAU-128 shipsets (2 dispensers each), plus spares, will be procured for the ANG with the initial buy. The modification also installs Group A wiring and control panels in 179 F-15 C/Ds and provides a rotable pool of 84 BOL dispensers (42 shipsets), plus spares, for installation on active USAF F-15 C/Ds. The rotable pool approach, which was approved in Sep/Oct 01 by AFPEO/FB as part of the SAMP approval process, maximizes warfighter flexibility by enabling any aircraft to support a conflict.

BOL IR provides the F-15 it's only effective, covert, continuous, preemptive IR self-protection capability. This dramatically increases chances of survival in engagements with advanced threat IR missiles. The BOL-515/LAU-128 will be capable of being installed on the F-15A-E Weapon Stations 2A/B and 8A/B. The BOL Countermeasures Dispenser (CMD) will not replace the existing AN/ALE-45 CMD dispenser, but will augment it with additional capacity and increased capability. Without the BOL CMD the F-15 has only a minimal number of reactive, self-protection flares. This deficiency is compounded by the fact these reactive flares highlight the F-15, have limited preemptive effectiveness, and mainly attempt to increase miss distance of a missile already in flight.

FY01 funding is a Congressional Add to procure and install the BOL CMD system on the ANG's F-15A and B aircraft with 3010 BP1100 funds with installation of kits in FY03 and FY04.

FY02 funding is a Congressional Add for the BOL program. Funding will procure retrofit kits for BOL impacted support equipment. The retrofit kits will provide one common support equipment configuration for both the active and ANG F-15 A through D models.

FY03 is a Congressional Add to procure additional BOL countermeasures dispensers.

FY07-FY10 funds will procure and install the BOL system on USAF F-15C/D aircraft, with installation scheduled for FY08-FY10.

Aircraft Breakdown: Active 179, Reserve 0, ANG 114, Total 293

Development Status

The BOL CMD system is a NDI manufactured by BAE. The Air Force began evaluation of the BOL system for the F-15 under a Foreign Comparative Test (FCT) program in 1997 after successful fielding of BOL on the Navy F-14 aircraft. The BOL CMD was developed for installation inside a missile launcher rail; for the F-15 it is a modified LAU-128. The initial FCT successfully evaluated BOL's functional performance and effectiveness on the F-15E in September 1998. The BOL integration program for the F-15C was initiated in October 1999. Two F-15Cs and one F-15A have been modified to carry the BOL-515/LAU-128 and a successful flight test program has been completed. Qualification has also been successfully completed. The FY01 Congressional Add of RDT&E funds complete integration efforts for the A/B/C/D/E, except for F-15E Val/Ver, which will be completed as funds become available.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		7.250								0.000		0.944
PROCUREMENT (3010)												
INSTALL KITS	114	2.550							30	0.604	60	1.832
KITS NONRECUR										0.214		
EQUIPMENT	124	15.125							[0]	0.000	[42]	8.718
EQUIP NONREC		3.460										
CHANGE ORDERS										0.050		0.709

Fact Sheet: F-15 MN-8660 BOL (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
DATA		0.989								0.000		0.176
SIM/TRAINER											[0]	0.000
SUPPORT-EQUIP		2.863								0.038		0.192
ENG SUPPORT		0.619								0.000		0.000
OGC		1.651								0.106		0.360
ICS		0.179								0.000		0.378
PACKAGING		0.396										
TRAINING												0.067
SPARES	11	1.671										
INSTALLATION OF HARDWARE												
FY-01 114 KITS	48	2.002	[66]									
FY-07 30 KITS											[30]	1.471
FY-08 60 KITS											[30]	1.471
FY-09 60 KITS												
FY-10 29 KITS												
TOTAL INSTALL	48	2.002	66								60	2.942
TOTAL COST (BP-1100) (Totals may not add due to rounding)	114	31.505							30	1.012	60	15.374
INSTALLATION QTY	48		66								60	

Fact Sheet: F-15 MN-8660 BOL (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										8.194
PROCUREMENT (3010)										
INSTALL KITS	60	1.256	29	0.620					293	6.862
KITS NONRECUR										0.214
EQUIPMENT									[166]	23.843
EQUIP NONREC										3.460
CHANGE ORDERS		0.465		0.305						1.529
DATA		0.358		0.183						1.706
SIM/TRAINER	[12]	0.939							[12]	0.939
SUPPORT-EQUIP		1.770		0.159						5.022
ENG SUPPORT		0.777								1.396
OGC		0.060		0.714						2.891
ICS										0.557
PACKAGING										0.396
TRAINING										0.067
SPARES									[11]	1.671
INSTALLATION OF HARDWARE										
FY-01 114 KITS									[114]	2.002
FY-07 30 KITS									[30]	1.471
FY-08 60 KITS	[30]	1.501							[60]	2.972
FY-09 60 KITS	[30]	1.501	[30]	2.343					[60]	3.844
FY-10 29 KITS			[29]	2.265					[29]	2.265
TOTAL INSTALL	60	3.002	59	4.608					293	12.554
TOTAL COST (BP-1100) (Totals may not add due to rounding)	60	8.627	29	6.589					293	63.107
INSTALLATION QTY	60		59						293	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 17 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
Contract Date (Month/CY)		09/01		05/03					01/08
Delivery Date (Month/CY)		02/03		08/04					04/09

Fact Sheet: F-15 MN-8660 BOL (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															12	36	36	30														
Output															12	36	36	24	5	1												

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

Description/Justification

This modification will use funds to modify and update F-15 maintenance training devices. Potential modifications/updates include, but not limited to: obsolesces issues, modifying/updating outdated trainer flight equipment into current avionics trainers, and hardware and software updates as required to repair/replace obsolete or worn components.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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		4.047					[6]	2.100	[3]	1.285		
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		4.047						2.100		1.285		
INSTALLATION QTY												

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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									[9]	7.432
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										7.432
INSTALLATION QTY										

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months Follow-On Lead Time: 24 Months

Milestones

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

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																																
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 NAVSTAR Global Positioning System (GPS) is spaced based radio navigation system that provides suitability equipped host vehicles with highly jam resistant, all weather, three dimensional position, velocity, and time information anywhere in the world. F-15C/D GPS program provides this capability using an Embedded GPS and Inertial Navigation Unit (INU) unit (EGI) upgraded with Selective Availability Anit-Spoofing Module (SAASM). The required quantity of modified aircraft is 179 F-15 C/D, 18 previously completed on another program leaving 161 A/C to complete. Additional Group B (2 units) will be procured in FY 05 to allow removal of temporary Group B units from (2) test A/C. Installation is contract field team and Program Depot Maintenance (PDM). Retrofit (upgrade) of approx 300 existing Legacy EGIs to SAASM is required to maintain economical logistics footprint and should be F-15 PE 3150.

To save installation costs and to minimize aircraft downtime, the EGI installation is being conducted concurrently with the APG-63(V)1 Radar Upgrade (MN-8049) and the Joint Helmet Mounted Cueing System (JHMCS) (MN-8352) when feasible. Due to lead time and complexity of Air Combat Command's Joint Installation Schedule, installation could extend two years from receipt of kits.

Aircraft Breakdown: Active 161, Reserve 0, ANG 0, Total 161

Development Status

EGI development and integration completed on F-15A-E in 1997. The EGI is currently installed on F-15E aircraft. Changes to the EGI will be made to address obsolete parts and CJCSI 6140.01 (SAASM), therefore limited verification testing will be required.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	38	0.820	83	1.391	40	0.651						
KITS NONRECUR												
EQUIPMENT	38	3.115	[83]	6.802	[40]	3.442						
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.544										
SIM/TRAINER												
SUPPORT-EQUIP												
RETROFIT	25	0.655										
OTHER												
OGC		0.166		1.047	[290]	3.325						
INSTALLATION OF HARDWARE												
FY-03 38 KITS			[40]	1.995								
FY-04 83 KITS			[11]	0.564	[67]	4.611						
FY-05 40 KITS							[43]	2.541				
TOTAL INSTALL			51	2.559	67	4.611	43	2.541				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	38	5.300	83	11.799	40	12.029		2.541				
INSTALLATION QTY			19		36		65					

Fact Sheet: F-15 MN-8701 F-15 C/D GPS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									161	2.862
KITS NONRECUR										
EQUIPMENT									[161]	13.359
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.544
SIM/TRAINER										
SUPPORT-EQUIP										
RETROFIT									[25]	0.655
OTHER										
OGC									[290]	4.538
INSTALLATION OF HARDWARE										
FY-03 38 KITS									[40]	1.995
FY-04 83 KITS									[78]	5.175
FY-05 40 KITS									[43]	2.541
TOTAL INSTALL									161	9.711
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									161	31.669
INSTALLATION QTY									161	

Method of Implementation: CONTRACT FIELD TEAM

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

Milestones

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

Installation Schedule

	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
Input											8	11	10	12	8	6	16	21	19	9	9	8	9	8	7			
Output											8	11	10	12	8	6	16	21	19	9	9	8	9	8	7			

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 because it contains no moving parts, 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 limitation. 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. FY08 engineering support funds will be used for a P3I effort to upgrade units purchased in FY06 and FY07 to the same configuration as DVRs purchased in FY08.

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

Development Status

The DVR is an off-the-shelf, NDI replacement for the existing AVTR. It is a form fit replacement for the AVTR. Aircraft wiring changes required to increase recording capability from 2 channels to 3+ channels are being made under the Advanced Display Core Processor Program. Integration and verification testing will be complete in FY06.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					2	0.003	12	0.018	30	0.045	180	0.277
KITS NONRECUR												
EQUIPMENT					[2]	0.127	[12]	1.127	[30]	2.528	[180]	13.022
EQUIP NONREC								0.487				
CHANGE ORDERS								0.195		0.082		0.832
DATA								0.032		0.048		0.264
SIM/TRAINER									[5]	0.698		
SUPPORT-EQUIP								0.388		0.215		1.332
ENG SUPPORT												1.876
INTEGRATION						0.792		1.431				
ICS								0.027		0.087		0.450
SITE ACTIVATION								0.016		0.024		0.132
OGC						0.113		0.040		0.060		0.330
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					2	1.035	12	3.761	30	3.787	180	18.515

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									224	0.343
KITS NONRECUR										
EQUIPMENT									[224]	16.804
EQUIP NONREC										0.487
CHANGE ORDERS										1.109
DATA										0.344
SIM/TRAINER									[5]	0.698
SUPPORT-EQUIP										1.935
ENG SUPPORT										1.876
INTEGRATION										2.223
ICS										0.564
SITE ACTIVATION										0.172
OGC										0.543
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									224	27.098

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 8 Months Follow-On Lead Time: 1 Months

Milestones

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

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 35 TISS systems located at 21 locations world wide that provide organic support for testing and repair of 400-500 LRU's per month. TISS was originally fielded in 1988. Being designed to Modular Automatic Test Equipment (MATE) hardware guidelines, TISS systems can be upgraded/modified throughout the life cycle of the F-15 aircraft. Although minor modifications have been accomplished, TISS systems have had no major upgrades since initial fielding. The TISS Technology Insertion Program (TTIP) upgrades the TISS systems by replacing obsolete and soon to be unsupportable Commercial Off the Shelf (COTS) equipment. The manufacturers of this equipment have announced that all support (spares/repairs) for the existing system will end between 2006 and 2008. TTIP will replace this obsolete equipment with new technology circuit cards and modularized power supplies. TTIP will solve the pending COTS obsolescence issues and insert new technology into the TISS equipment, keeping it a viable TEWS support system throughout the life of the F-15.

This is a new start for FY 2006.

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

Development Status

TTIP is a 4 year development/production program to upgrade the existing TISS baseline. The development contract was awarded in Jan 04. One TISS sysem will be upgraded for the formal System Compatibility Test at the end of FY06. Development concludes in FY07 with transition support and training during the system upgrades. The production contract is planned for award in Jan 06 allowing the contractor to order long-lead parts to prepare for the upgrade of 34 fielded systems from Jan 07-Dec 07.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				7.900		6.000		6.200		2.800		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP							[34]	17.789				
SITE ACTIVATION										1.299		
OGC								0.000		0.000		
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)								17.789		1.299		
(Totals may not add due to rounding)												
INSTALLATION QTY									26			

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										22.900
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP									[34]	17.789
SITE ACTIVATION										1.299
OGC										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										19.088
INSTALLATION QTY									34	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	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
Input																		8	9	9	8			
Output																			8	9	9	8		

Description/Justification

Modification replaces the current identification, friend or foe (IFF) and air-to-air interrogator (AAI) system in F-15 A-D aircraft. Current IFF/AAI system has multiple issues: low mean time between failure (MTBF), parts obsolescence problems, loss of configuration control, substantially reduced ID capability, and Link 16 interference causing transponder reply deficiencies. The replacement IFF system will fix these problems and provide Mode S level 2 elementary surveillance capability with growth to Mode 5 level 2 or other applicable modes. The new IFF/AAI system will replace existing APX-76(V) Receiver-Transmitter, APX Radar Target Data Processor--also named Interrogator Reply Evaluator (IRE), and APX-101 IFF Transponder. Two additional COMSEC computers will be retained. The IFF system will be as close to a 'plug and play' system as possible, and it will require minimal changes to current aircraft controls and displays.

The $3.4M FY02 congressional plus-up for IFF for ANG F-15 NORAD alert aircraft was used to begin hardware verification for ANG F-15A-D aircraft; these qualification efforts are equally applicable for both ANG F-15A/Bs and active F-15C/Ds. Funding received for the ANG procurement: FY04 $8.040M to buy 62 units and FY05 $8.400M to buy 64 units. ACC has funded production and installation for 233 active F-15C/Ds, which includes 54 Tyndall AFB aircraft, beginning in FY04.

Aircraft Breakdown: Active 233, Reserve 0, ANG 126, Total 359

Development Status

Hardware development is complete; program will use existing Non-developmental Item (NDI) type equipment. Integration and hardware verification of the replacement system will be done to ensure equivalent or better performance over the existing Mark XII IFF system and to verify Link 16 compatibility and GATM capability. All IFF developmental costs are included against the F-15 A-D Mod. FY02 Congressional plus-up provided integration funding and lays the groundwork for the FY04 production start. Non-Recurring is for implementation of Mode S controls and compatablility with AESA radar equipped aircraft.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS						0.180		1.774		2.119		
KITS NONRECUR												
EQUIPMENT	6	1.599	62	7.727	91	12.471	105	17.164	31	4.010		
EQUIP NONREC		3.982		15.369		10.569		8.342		8.248		
CHANGE ORDERS		0.150		0.033		2.293		7.528		4.912		
DATA				1.792								
SIM/TRAINER					[0]	1.500						
SUPPORT-EQUIP						4.260						
OGC		1.179		0.147		1.226		2.431		1.129		
TRAINING						0.125		0.139		0.038		
ICS								2.000		2.860		
OTHER			[2]	0.226	[13]	1.751	[12]	1.352				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	6	6.910	62	25.294	91	34.375	105	40.730	31	23.316		

Fact Sheet: F-15 MN-8745 IFF A-D (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										4.073
KITS NONRECUR										
EQUIPMENT									295	42.971
EQUIP NONREC										46.510
CHANGE ORDERS										14.916
DATA										1.792
SIM/TRAINER										1.500
SUPPORT-EQUIP										4.260
OGC										6.112
TRAINING										0.302
ICS										4.860
OTHER									[15]	3.329
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									295	130.625

Method of Implementation: ORG/INTERMEDIATE

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

Milestones

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

Description/Justification

Modification replaces the current identification, friend or foe (IFF) and air-to-air interrogator (AAI) system in F-15 E aircraft. Current IFF/AAI system has multiple issues: low mean time between failure (MTBF), parts obsolescence problems, loss of configuration control, substantially reduced ID capability, and Link 16 interference causing transponder reply deficiencies. The replacement IFF system will fix these problems and provide Mode S level 2 elementary surveillance capability with growth to Mode 5 level 2 or other applicable modes. The new IFF/AAI system will replace the existing APX-76(V) Receiver-Transmitter, APX Radar Target Data Processor--also named Interrogator Reply Evaluator (IRE), and APX-101 IFF Transponder. Two COMSEC computers will be retained. The replacement IFF system will be close to a 'plug and play' system as possible, and it will require minimal changes to current aircraft controls and displays. Aircraft mishaps decreased quantity from 227 to 224.

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

Development Status

Hardware development is complete; program will use existing Non-developmental Item (NDI) type equipment. Integration and hardware verification of the replacement system will be done to ensure equivalent or better performance over the existing Mark XII IFF system and to verify Link 16 compatibility and GATM capability. All IFF developmental costs are shown against the F-15 A-D Mod. FY02 Congressional plus-up provided integration funding and lays the groundwork for the FY04 production start

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS								1.835		1.662		
KITS NONRECUR												
EQUIPMENT					90	14.434	80	13.732	54	6.984		
EQUIP NONREC												
CHANGE ORDERS						2.635		7.119		5.658		
DATA						1.110						
SIM/TRAINER					[0]	1.500						
SUPPORT-EQUIP						4.260						
OGC						2.263		0.900		0.604		
TRAINING						0.144		0.106		0.071		
ICS								2.000		2.860		
OTHER					[12]	1.525	[11]	1.352				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					90	27.871	80	27.044	54	17.839		

Fact Sheet: F-15 MN-8746 IFF E (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										3.497
KITS NONRECUR										
EQUIPMENT									224	35.150
EQUIP NONREC										
CHANGE ORDERS										15.412
DATA										1.110
SIM/TRAINER										1.500
SUPPORT-EQUIP										4.260
OGC										3.767
TRAINING										0.321
ICS										4.860
OTHER									[23]	2.877
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									224	72.754

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
Contract Date (Month/CY)			01/05	12/05	12/06
Delivery Date (Month/CY)			01/06	12/06	12/07

Description/Justification

These are low cost modifications necessary to improve reliability, maintainability, safety and mission performance, and to reduce logistics costs. Also provides funding for low-cost negative unliquidated obligations (NULOs), and small cost overruns on various mods, particularly labor install lines. Small mod considerations are for reliability, maintainability, safety, and mission performance and include a Bell Crank mod; ARTS mod of spares missed in retrofit; VHSIC Test Set upgrade; VHSIC Chip update; refurbish of kit parts; Night Vision Cockpit Lighting; Similator/Trainer upgrades; Mux Bus 7 &8 upgrade; Shimmy Damper, 8MM, Bearing, JMPS, Signal Data Recorder, etc.

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

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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		1.327										
OGC		7.736		0.730		0.247		1.678		1.866		
TOTAL COST (BP-1100)		9.063		0.730		0.247		1.678		1.866		
(Totals may not add due to rounding)												

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										1.327
OGC										12.257
TOTAL COST (BP-1100)										13.584
(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
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$304.545	$347.513	$380.960	$375.653	$383.080	$320.414	$204.930	$184.872

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 primary modifications in FY06 is the Modular Mission Computer MMC-CCIP and Falcon STAR. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P-S	173009	F110 DIGITAL ENGINE CO			3.0	2.2	2.5	2.7	2.1	2.1		166.0
	F19419	F110-100 HPT C-CLIP BAC	0.3	1.9	0.8	0.5	1.0	0.1				7.7
	F19424	F110 ENGINE SERVICE LIF		39.5	45.0	44.0	44.5	45.1	45.8	49.9		313.8
	F19426	F110-GE-100/129 Inlet Guid	2.2									3.6
TOTAL FOR CLASS P-S			2.6	41.4	48.8	46.7	48.0	47.9	47.9	52.1	0.0	491.1
P	3090	ALR-56M RCPU UPGRADE	0.1									24.5
	3450	ALE-47	0.7	2.5	0.2							50.7
	3461	ALR-69 Antenna Reposition	1.2	0.6								1.9
	4260	ADVANCED WEAPON INTE	4.5	3.7	4.2	4.3	1.3					50.9
	5013	RF TOWED DECOY SYSTE	0.2									135.5
	602043	BLOCK 42 ANG RE-ENGIN	9.6	20.7								88.9
	602150	MODULAR MISSION COMP	73.2	68.8	92.1	78.7	100.3	88.3	10.2			692.5
	6022	PRE BLK 40 STRUCTURAL	0.1	0.6	0.1							196.1
	602241	F-16A STRUCTURE IMPRO	5.9	2.1	2.6							21.8
	602250	BLOCK 50/52 STRUCTURA	0.6	0.4	0.1							7.2
	6023	FALCON STAR	42.2	43.2	67.2	77.0	104.2	97.1	87.2	80.4	70.0	684.2
	6029	WHEEL SPEED SENSOR	2.4									2.4
	603035	COMMERCIAL CENTRAL I	6.3	10.0	12.8							29.0
	610230	-COLOR DISPLAYS - BLK 3			3.2							3.2

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 27	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$304.545	$347.513	$380.960	$375.653	$383.080	$320.414	$204.930	$184.872

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 primary modifications in FY06 is the Modular Mission Computer MMC-CCIP and Falcon STAR. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
	610250	COLOR DISPLAYS - CCIP	35.9	30.5	53.7	42.4	25.2	15.2	3.6			315.6
	612150	AIR-TO-AIR INTERROGAT	9.9	2.5	0.6							113.7
	612151	Mode 5 Identification			0.4	8.7						9.1
	6300	ON BOARD OXYGEN GEN	4.0									21.4
	650050	JOINT HELMET MOUNTED	41.3	30.7	32.8	26.2	14.6	5.3	1.1			249.3
	660050	HTS PYLONS	0.0	5.9	3.0	2.8						13.3
	661650	LINK 16 - CCIP	28.4	23.9	23.3	19.7	11.5	5.6	1.1			198.4
	661651	F-16 TACTICAL DATA LINK	22.5	21.8	22.7	19.5	12.5					132.5
	674050	USAF AN/APG-68(V)9				33.4	47.2	41.0	34.1	32.8	132.1	320.6
	8661	AETC MTD UPGRADES-TE	3.9									7.7
	8662	AETC MTD UPGRADES-FI	1.0	10.8	11.0	15.0	17.3	17.9	18.3	18.5		114.3
	99999E	MISC ENGINE UPDATE MO	1.4	0.1	0.4	0.1	0.1	0.4	0.4	0.4	1.2	12.5
	99999U	LOW COST RETROFIT MO	1.8	0.1	0.4	0.1	0.1	0.4	0.4	0.4	1.2	12.1
	99999X	LOW COST MODIFICATIO	0.8	0.1	0.4	0.1	0.1	0.4	0.4	0.4	1.2	12.9
	F19420	F110-100 TURBINE FRAME	0.2	0.8	1.0	1.0	0.9	0.9	0.2			5.6
	F19450	PW-229 FUEL NOZZLE DA	0.1									0.8
	Z88888	REPROGRAMMINGS	3.9	26.7								
TOTAL FOR CLASS P			302.1	306.3	332.2	329.0	335.3	272.5	157.0	132.8	205.7	3,528.2
TOTAL FOR WEAPON SYSTEM F-16			304.6	347.7	381.0	375.7	383.3	320.4	204.9	184.9	205.7	4,019.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 27	PAGE NO. 2	

Description/Justification

This modification replaces the existing analog augmented fan temperature (AFT) control with Digital Engine Control (DEC). Also upgrades the current Main Engine Control (MEC) to the configuration required to work with the DEC. Depot process includes the OO-ALC labor cost to install the MEC upgrade kit into the MEC kits returned from the field. An upgraded MEC and a DEC are then sent together to the field for installation. There is a different quantity requirement for DEC Kits than MEC Kits due to the spare engine installation process and new engines manufactured with DEC. This mod improves safety, reliability, supportability, and maintainability of the F110-GE-100 engine. Saves 11 aircraft over remaining life of weapon system. F110-GE-100 DEC hardware is identical to Block 50 DEC. FY00 EQUIP NONREC line represents DEC software reprogramming effort. Funds are to complete the balance of MEC Upgrade Kits ordered in FY01 and to upgrade the unit with an improved compatibility Input/Output (I/O) card. The difference between the Total Quantity and the Total Aircraft is due to the modification of spare engines and spare MECs.

Aircraft Breakdown: Active 279, Reserve 52, ANG 255, Total 586

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							[200]	1.930	[224]	2.230	[244]	2.460
KITS NONRECUR								1.070				
EQUIPMENT	785	111.624										
EQUIP NONREC		0.437										
CHANGE ORDERS												
DATA		0.883						0.020				
SIM/TRAINER												
SUPPORT-EQUIP		2.516										
MOD OF SPARES	186	4.951										
DEPOT PROCESS	780	11.996										
EMSC UPGRADE		0.344										
MEC UPGRADE												
MEC KIT	857	18.579										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	785	151.330						3.020		2.230		2.460

Fact Sheet: F-16 MN-173009 F110 DIGITAL ENGINE CONTROL (DEC) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	[260]	2.690	[200]	2.100	[200]	2.150			[1,328]	13.560
KITS NONRECUR										1.070
EQUIPMENT									785	111.624
EQUIP NONREC										0.437
CHANGE ORDERS										
DATA										0.903
SIM/TRAINER										
SUPPORT-EQUIP										2.516
MOD OF SPARES									[186]	4.951
DEPOT PROCESS									[780]	11.996
EMSC UPGRADE										0.344
MEC UPGRADE										
MEC KIT									[857]	18.579
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		2.690		2.100		2.150			785	165.980

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 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
Contract Date (Month/CY)		06/95	06/95	06/95	12/95	02/97	02/98	12/98	12/99	12/01
Delivery Date (Month/CY)		06/96	06/96	06/96	12/96	02/98	02/99	12/99	12/00	12/02

Description/Justification

This modification retrofits 242 Block 40, 186 Block 42, and 214 Block 50/52, F-16 aircraft with the ALE-47 automatic/semi-automatic flare/chaff dispensing system. The ALE-47 provides improved aircraft survivability by dispensing compatible flare/chaff responses triggered by the ALR-56M Radar Warning Receiver, through preplanned and preprogrammed dispenser loads. Block 40/42 requirements were completed in FY00. Retrofit funds used in 1998 were used to retrofit ALE-47 programmer cards. The ALE-47 modification to Block 50 aircraft is a prerequisite for the Common Configuration Implementation Program (CCIP).

Aircraft Breakdown: Active 352, Reserve 0, ANG 290, Total 642

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	642	3.505										
KITS NONRECUR		1.100										
EQUIPMENT	642	25.050										
EQUIP NONREC		0.600										
CHANGE ORDERS		2.000										
DATA		1.735										
SIM/TRAINER												
SUPPORT-EQUIP	72	2.632										
KIT REPLENISHMENT				0.093								
OGC				0.160		0.155						
RETROFIT		1.052										

Fact Sheet: F-16 MN-3450 ALE-47 (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-92 93 KITS	93	0.600										
FY-93 89 KITS	89	0.700										
FY-94 84 KITS	84	0.500										
FY-95 80 KITS	80	1.764										
FY-96 84 KITS	84	1.612										
FY-99 44 KITS	44	1.819										
FY-01 44 KITS	44	1.392										
FY-02 66 KITS	36	1.230	[30]	0.425								
FY-03 58 KITS			[17]		[37]	2.361	[4]	0.180				
TOTAL INSTALL	554	9.617	47	0.425	37	2.361	4	0.180				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	642	47.291		0.678		2.516		0.180				
INSTALLATION QTY	554		47		37		4					

Fact Sheet: F-16 MN-3450 ALE-47 (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									642	3.505
KITS NONRECUR										1.100
EQUIPMENT									[642]	25.050
EQUIP NONREC										0.600
CHANGE ORDERS										2.000
DATA										1.735
SIM/TRAINER										
SUPPORT-EQUIP									[72]	2.632
KIT REPLENISHMENT										0.093
OGC										0.315
RETROFIT										1.052
INSTALLATION OF HARDWARE										
FY-92 93 KITS									[93]	0.600
FY-93 89 KITS									[89]	0.700
FY-94 84 KITS									[84]	0.500
FY-95 80 KITS									[80]	1.764
FY-96 84 KITS									[84]	1.612
FY-99 44 KITS									[44]	1.819
FY-01 44 KITS									[44]	1.392
FY-02 66 KITS									[66]	1.655
FY-03 58 KITS									[58]	2.541
TOTAL INSTALL									642	12.583
TOTAL COST (BP-1100) (Totals may not add due to rounding)									642	50.665
INSTALLATION QTY									642	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 24 Months Follow-On Lead Time: 9 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)		02/92	02/93	02/94	02/95	02/96			12/98		11/00	11/01	11/02	11/03	11/04
Delivery Date (Month/CY)		02/94	11/93	11/94	11/95	11/96			09/99		08/01	08/02	08/03	08/04	08/05

Fact Sheet: F-16 MN-3450 ALE-47 (Continued)

Installation Schedule

	FY-91				FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98		
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	17	22	21	21	21	21	21	21	13	10	21	21	21	21	23	21	21	21
Output														7	17	22	21	21	21	21	21	21	13	10	21	21	21	21	23	21	21	21

	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	11	11	12	12	5	5	5	4				4	14	15	15	14	15	15	16	16	12	12	12	11	10	9	9	9	1	1	1	1
Output	11	11	12	12	5	5	5	4				4	14	15	15	14	15	15	16	16	12	12	12	11	10	9	9	9	1	1	1	1

Description/Justification

The ALR-69 Antenna Optimization Program re-installs radar warning receiver (RWR) antennas in 41, F-16 Block 30 aircraft. The current RWR installation provides late warning from modern air-to-air and surface-to-air threats. The problem was caused by an aircraft modification that changed the location of the forward RWR antennas from the "bugeye" position on the fuselage to the leading edge flap (LEF) of the wings. Re-installation of antennas in the "bugeyes" augments the LEF antennas and the increases detection range twofold.

Aircraft Breakdown: Active 41, Reserve 0, ANG 0, Total 41

Development Status

complete

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			41	1.243								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-04 41 KITS					[41]	0.627						
TOTAL INSTALL					41	0.627						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			41	1.243		0.627						
INSTALLATION QTY					41							

Fact Sheet: F-16 MN-3461 ALR-69 Antenna Reposition (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									41	1.243
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-04 41 KITS									[41]	0.627
TOTAL INSTALL									41	0.627
TOTAL COST (BP-1100)									41	1.870
(Totals may not add due to rounding)										
INSTALLATION QTY									41	

Method of Implementation: DEPOT FIELD TEAM

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

Milestones

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

Installation Schedule

	FY-03				FY-04				FY-05			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input												41
Output												41

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 installation of kits takes place within the Pylon and not the Aircraft, i.e., 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.

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

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.950										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.175										
SIM/TRAINER												
SUPPORT-EQUIP		0.299										
PYLONS	942	16.289	[134]	3.736	[247]	2.843	[324]	3.356	[324]	3.962	[123]	0.758
WEAPONS UMBILICALS	1370	3.745	[210]	0.767	[250]	0.808	[212]	0.814	[50]	0.300	[80]	0.520
INTEGRATION		6.500										
SOFTWARE		5.992										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		33.000		4.503		3.651		4.170		4.262		1.278

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										6.950
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.175
SIM/TRAINER										
SUPPORT-EQUIP										0.299
PYLONS									[2,094]	30.944
WEAPONS UMBILICALS									[1,960]	6.954
INTEGRATION										6.500
SOFTWARE										5.992
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										50.864

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

The ALE-50 system will be procured for combat coded F-16 Block 25/30/32/40/42/50/52 active, Reserve, and ANG aircraft as the Active Towed Decoy (ATD) system. Current funding for this modification will procure 939 systems and retrofit 650 systems with a static protection module. Installation of the static protection module began during production for the FY00 procurement. In addition, an Engineering Change was awarded in FY02 to remove an incompatibility between the ALE-50 pylon and the AIM-120 missile. The major components of the ALE-50 system are the decoys, canisters, magazine, and launcher/controller all mounted in a pylon assembly (16S350-5) on aircraft wing stations 2 and/or 8. The decoys and canisters are not purchased under this modification. The ATD is an RF repeater acting to decoy threat weapons resulting in increased threat miss distances. Kits are not required for the installation of the ALE-50 modification on the aircraft. The pylons (Lockheed Martin) and magazines and launcher/controllers (Raytheon) are manufactured and shipped by each contractor to the operating locations for installation by Organizational Maintenance personnel. No aircraft hardware modification is necessary and the required Block 25/30/32/40/42/50/52 aircraft software changes have been fielded. NOTE 1: The FY99 total of $37.821M includes $19.2M 3017 funding.

Aircraft Breakdown: Active 575, Reserve 60, ANG 304, Total 939

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		3.170										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	939	120.588										
EQUIP NONREC												
CHANGE ORDERS		0.459										
DATA		0.251										
SIM/TRAINER												
SUPPORT-EQUIP	144	2.128										
ECP (PYLONS)		0.975										
RETROFIT	650	10.894										
OGC				0.158								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		135.295		0.158								

Fact Sheet: F-16 MN-5013 RF TOWED DECOY SYSTEMS ALE-50 (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										3.170
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									[939]	120.588
EQUIP NONREC										
CHANGE ORDERS										0.459
DATA										0.251
SIM/TRAINER										
SUPPORT-EQUIP									[144]	2.128
ECP (PYLONS)										0.975
RETROFIT									[650]	10.894
OGC										0.158
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										135.453

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 14 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
Contract Date (Month/CY)		12/96	12/97	03/99	03/00	05/01	03/02	03/03	03/04
Delivery Date (Month/CY)		02/98	02/99	05/00	05/01	07/02	05/03	05/04	05/05

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-FY05 funds via Congressional Plus-up to begin the installation of F100-PW-229 engines into combat coded Air National Guard Block (ANG) 42 aircraft. Install kit consists of engine/aircraft mod parts. Amount for support equipment reflects a three base simultaneous conversion. Excess installation kits are to be used as spare kits and to install additional engines purchased with GREA funds. 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 26, Total 26

Development Status

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

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	14	1.607	4	0.459	6	0.600						
KITS NONRECUR	2	2.755										
EQUIPMENT	11	45.591	[2]	8.718	[4]	18.500						
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.724										
SIM/TRAINER	1	0.202										
SUPPORT-EQUIP		1.606										
FLIGHT TEST		1.200										
INITIAL SPARES		3.089		0.152		1.151						
CONTRACTOR SUPPORT		0.843		0.319		0.428						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	16	58.617	4	9.648	6	20.679						

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

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									24	2.666
KITS NONRECUR									2	2.755
EQUIPMENT									[17]	72.809
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.724
SIM/TRAINER									[1]	0.202
SUPPORT-EQUIP										1.606
FLIGHT TEST										1.200
INITIAL SPARES										4.392
CONTRACTOR SUPPORT										1.590
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									26	88.944

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
Contract Date (Month/CY)		12/00		01/03	01/04
Delivery Date (Month/CY)		10/01		01/04	01/05

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 CAS IDM equipment. The MMC will increase core computer capability to allow incorporation of advanced capabilities such as Joint Helmet Mounted Cueing System 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. Aircraft installation number is lower than current Combat Air Force numbers due to anticipated attrition. 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, AAI. 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.

Aircraft Breakdown: Active 538, Reserve 0, ANG 91, Total 629

Development Status

The program is complete.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		206.961										
PROCUREMENT (3010)												
INSTALL KITS	254	24.433	100	7.500	94	4.945	98	8.448	76	6.416	7	1.528
KITS NONRECUR												
EQUIPMENT	254	126.845	[100]	47.832	[86]	56.466	[100]	53.981	[83]	45.690	[6]	12.460
EQUIP NONREC												
CHANGE ORDERS				3.590		0.523		2.043		0.502		
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		5.310		2.960		0.946		1.590		1.000		1.500
												58.157

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-99 23 KITS	23	4.017										
FY-00 54 KITS	54	10.338										
FY-01 79 KITS	43	9.929	[36]	8.655								
FY-02 51 KITS			[11]	2.624	[40]	4.486						
FY-03 47 KITS					[13]	1.458	[34]	5.899				
FY-04 100 KITS							[84]	20.158	[16]	5.017		
FY-05 94 KITS									[75]	20.063	[19]	3.763
FY-06 98 KITS											[77]	22.924
FY-07 76 KITS												
FY-08 7 KITS												
TOTAL INSTALL	120	24.283	47	11.280	53	5.945	118	26.057	91	25.080	96	26.687
TOTAL COST (BP-1100) (Totals may not add due to rounding)	254	180.872	100	73.163	94	68.825	98	92.119	76	78.688	7	100.332
INSTALLATION QTY	120		47		53		118		91		96	

Fact Sheet: F-16 MN-602150 MODULAR MISSION COMPUTER MMC-CCIP (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										206.961
PROCUREMENT (3010)										
INSTALL KITS									629	53.270
KITS NONRECUR										
EQUIPMENT									[629]	343.274
EQUIP NONREC										
CHANGE ORDERS										6.659
DATA										
SIM/TRAINER										
SUPPORT-EQUIP		1.500		1.634						16.441
		63.001		3.187						124.345
INSTALLATION OF HARDWARE										
FY-99 23 KITS									[23]	4.016
FY-00 54 KITS									[54]	10.338
FY-01 79 KITS									[79]	18.585
FY-02 51 KITS									[51]	7.111
FY-03 47 KITS									[47]	7.357
FY-04 100 KITS									[100]	25.175
FY-05 94 KITS									[94]	23.826
FY-06 98 KITS	[21]	4.185							[98]	27.109
FY-07 76 KITS	[66]	19.591	[10]	3.670					[76]	23.261
FY-08 7 KITS			[7]	1.696					[7]	1.696
TOTAL INSTALL	87	23.776	17	5.366					629	148.474
TOTAL COST (BP-1100)		88.277		10.187					629	692.462
(Totals may not add due to rounding)										
INSTALLATION QTY	87		17						629	

Method of Implementation: DEPOT

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

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	6	11	12	15	6	14	18	32	29	29	28	22	22	22	25
Output									4	12	18	9	17	16	13	16	15	18	6	11	12	15	6	14	18	32	29	29	28	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	10	7		
Output	25	22	24	26	24	25	20	20	22	10	7	

Description/Justification

Engineering test, analysis, and operational experience indicate the Block 15 aircraft structure will not attain the required 8,000 hour service life. These aircraft require Falcon UP, the modification funded by this program, and the Service Life Improvement Program 'Plus' (SLIP+) which is funded in O&M. (O&M funds are approximately $3.3M per year based on 6 aircraft per year, and cover paint, O&A, and the SLIP+ repair kits/installation cost.) Falcon UP and SLIP+, which are being installed concurrently on Block 10/15 aircraft, collectively comprise the F-16 A/B Service Life Extension Program 'Plus' (SLEP+). Falcon UP combines the following structural modifications: TCTO 1832, which replaces the lower Fuselage Station (FS) 341 bulkhead, adds a strap to the lower FS 357 bulkhead, reworks fuel shelf joints and bolt holes on the wing carry through bulkheads, and replaces selected upper bulkhead segments; TCTO 1946, which reworks the lower strake flanges of the wing carry through bulkheads; and TCTO 1947, which reworks the upper FS 341 bulkhead inclined stiffeners. SLIP+ combines the following structural repairs: TCTO 2034, which replaces the upper FS 479 bulkhead; TCTO 2059, which replaces the Pratt & Whitney forward engine mount fitting; TCTO 2060, which replaces the upper center fuselage access panels and aft BL19 longerons; TCTO 2131, which adds a doubler to the upper FS 357 bulkhead; and the FS 158 bulkhead repair, which adds a doubler and fittings to this bulkhead. The aircraft involved in this program are Air National Guard F-16 A/Bs assigned to Tucson, AZ. Without modification, these aircraft will experience continued structural degradation which will be increasingly costly to correct, reduce aircraft availability, and possibly impact flight safety. Due to reduction in kit costs, sufficient kits on hand in FY00 to cover FY01procurement. Kit Replenish to cover additional segment repairs for remaining A/C

Aircraft Breakdown: Active 0, Reserve 0, ANG 40, Total 40

Development Status

Complete. Funded under Falcon Core program.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	40	1.464										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS								0.100				
DATA								0.150				
SIM/TRAINER												
SUPPORT-EQUIP												
KIT REPLENISH				0.634		0.050		0.250				
INSTALLATION OF HARDWARE												
FY-00 20 KITS	20	9.737										
FY-02 10 KITS			[10]	5.274								
FY-03 10 KITS					[7]	2.051	[3]	2.056				
TOTAL INSTALL	20	9.737	10	5.274	7	2.051	3	2.056				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	40	11.201		5.908		2.101		2.556				
INSTALLATION QTY	20		10		7		3					

Fact Sheet: F-16 MN-602241 F-16A STRUCTURE IMPROVEMENT PGM (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									40	1.464
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.100
DATA										0.150
SIM/TRAINER										
SUPPORT-EQUIP										
KIT REPLENISH										0.934
INSTALLATION OF HARDWARE										
FY-00 20 KITS									[20]	9.737
FY-02 10 KITS									[10]	5.274
FY-03 10 KITS									[10]	4.107
TOTAL INSTALL									40	19.118
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									40	21.766
INSTALLATION QTY									40	

Method of Implementation: DEPOT

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

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)		01/00	12/00	12/01	12/02	12/03	12/04	12/05
Delivery Date (Month/CY)		11/00	10/01	10/02	10/03	10/04	10/05	10/06

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										2	2	2		3	2	2		3	2	2	2	2	3	3	2	2	2	1	1	1	1	
Output											2	2	2		3	2	2		3	2	2	2	2	3	3	2	2	2	1	1	1	1

Description/Justification

Engineering test, analysis, and operational experience indicate the structure of certain Block 50/52 aircraft will not attain the required 8,000 hour service life. These aircraft require the Falcon UP modification. Falcon UP implements TCTO 1947, which reworks the upper Fuselage Station 341 bulkhead inclined stiffeners. Under Correction of Deficiency (COD) provisions, the contractor developed and has already delivered the modification kits at no cost to the government. The Air Force pays only for installation costs. This modification applies to the first 156 Block 50/52 aircraft delivered. It has been incorporated during production for all subsequent deliveries. Without this modification, Block 50/52 aircraft will experience continued structural degradation which will be increasingly costly to correct, reduce aircraft availability, and possibly impact flight safety. This modification was separated from the Block 40/42 Structural Improvement Program in the FY97 budget to improve program visibility.
Attrition has brought the qty of A/C install to 147

Aircraft Breakdown: Active 147, Reserve 0, ANG 0, Total 147

Development Status

None

Projected Financial Plan

		PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
		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					0.100		0.050		0.005				
SIM/TRAINER													
SUPPORT-EQUIP													
COD KITS		156											
INSTALLATION OF HARDWARE													
FY-01	KITS	66	6.159	[38]	0.500	[34]	0.360	[9]	0.033				
TOTAL INSTALL		66	6.159	38	0.500	34	0.360	9	0.033				
TOTAL COST (BP-1100)			6.159		0.600		0.410		0.038				
(Totals may not add due to rounding)													
INSTALLATION QTY		66		38		34		9					

Fact Sheet: F-16 MN-602250 BLOCK 50/52 STRUCTURAL IMPROVEMENT (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										0.155
SIM/TRAINER										
SUPPORT-EQUIP										
COD KITS									[156]	
INSTALLATION OF HARDWARE										
FY-01 KITS									[147]	7.052
TOTAL INSTALL									147	7.052
TOTAL COST (BP-1100)										7.207
(Totals may not add due to rounding)										
INSTALLATION QTY									147	

Method of Implementation: DEPOT

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)															

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	2	7	7	7	9	8	8	8	9	9	9	10	10	9	9	8	8	2	3	2	2				
Output								1	2	7	7	7	9	8	8	8	9	9	9	10	10	9	9	8	8	2	3	2	2			

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 462 Upper Bulkhead, FS 479 Upper Bulkhead, and Engine Access Covers; Blocks 50/52 (FY08-14) -- FS 158 Bulkhead, FS 462 Upper 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.

Aircraft Breakdown: Active 713, Reserve 62, ANG 436, Total 1211

Development Status

Development costs are being shared with the European Participating Governments (EPG) and several FMS customers. Engineering is being focused on Blk 30 in FY01 and FY02, and Blk 40/blk 50s in FY03-FY04. There is almost no concurrency.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		11.836		3.607								
PROCUREMENT (3010)												
INSTALL KITS	53	8.850	121	17.893	166	14.820	135	12.210	215	19.989	183	19.250
KITS NONRECUR		1.900										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		0.682				0.380		0.620		0.820		0.830
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		2.500		1.380		1.010		1.420		1.430		1.510
KIT PROOF		1.050		0.744								
OGC		0.692		0.690		0.710		0.720		0.730		0.760

Fact Sheet: F-16 MN-6023 FALCON STAR (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-03 53 KITS			[47]	21.510	[6]	2.352						
FY-04 121 KITS					[61]	23.892	[58]	27.250	[2]	1.100		
FY-05 166 KITS							[97]	24.994	[69]	25.000		
FY-06 135 KITS									[72]	27.957	[63]	22.790
FY-07 215 KITS											[150]	59.029
FY-08 183 KITS												
FY-09 118 KITS												
FY-10 105 KITS												
FY-11 94 KITS												
FY-12 21 KITS												
TOTAL INSTALL			47	21.510	67	26.244	155	52.244	143	54.057	213	81.819
TOTAL COST (BP-1100) (Totals may not add due to rounding)	53	15.674	121	42.217	166	43.164	135	67.214	215	77.026	183	104.169
INSTALLATION QTY			47		67		155		143		213	

Fact Sheet: F-16 MN-6023 FALCON STAR (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										15.443
PROCUREMENT (3010)										
INSTALL KITS	118	16.186	105	16.004	94	13.080	21	0.830	1211	139.112
KITS NONRECUR										1.900
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS		0.720		0.710		0.560		0.040		5.362
DATA										
SIM/TRAINER										
SUPPORT-EQUIP		1.250		1.240		0.940		0.060		12.740
KIT PROOF										1.794
OGC		0.760		0.770		0.780		0.800		7.412
INSTALLATION OF HARDWARE										
FY-03 53 KITS									[53]	23.862
FY-04 121 KITS									[121]	52.242
FY-05 166 KITS									[166]	49.994
FY-06 135 KITS									[135]	50.747
FY-07 215 KITS	[65]	23.800							[215]	82.829
FY-08 183 KITS	[130]	54.403	[53]	26.300					[183]	80.703
FY-09 118 KITS			[86]	42.189	[32]	15.300			[118]	57.489
FY-10 105 KITS					[83]	49.700	[22]	9.090	[105]	58.790
FY-11 94 KITS							[94]	52.990	[94]	52.990
FY-12 21 KITS							[21]	6.200	[21]	6.200
TOTAL INSTALL	195	78.203	139	68.489	115	65.000	137	68.280	1,211	515.846
TOTAL COST (BP-1100) (Totals may not add due to rounding)	118	97.119	105	87.213	94	80.360	21	70.010	1,211	684.166
INSTALLATION QTY	195		139		115		137		1,211	

Method of Implementation: DEPOT/FIELD TEAM

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

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																			25	22	19	16	16	16	38	39	39	39	35	36	36	36
Output																					25	22	19	16	16	16	38	39	39	39	35	36

	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	53	53	54	53	48	49	49	49	34	35	35	35	28	29	29	29	27	27	27	27	29			
Output	36	36	53	53	54	53	48	49	49	49	34	35	35	35	28	29	29	29	27	27	27	27	29	

Description/Justification

The F-16 Anti-skid system has been experiencing a Re-test OK (RE-TOK) rate of 75-80% on the control box. This high Re-TOK rate is partially due to high levels of alternating current (AC) noise on the wheel speed sensor signal that can degrade braking performance without detection and occurs during maximum braking landing rollouts. The primary purpose of this modification is to improve brake control system reliability and maintainability by installing shielded wire from the wheel speed sensors to the anti-skid control box and upgrading the anti-skid controller software. Based on flight test results, Air Combat Command (ACC) agreed to fund this effort within F-16 PE. Failure to procure this equipment will prevent aircraft from operating an optimal Anti-Skid System designed to lower maintenance and operating costs.

Aircraft Breakdown: Active 738, Reserve 69, ANG 541, Total 1348

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1348	0.600								
KITS NONRECUR				1.800								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)			1,348	2.400								
(Totals may not add due to rounding)												

Fact Sheet: F-16 MN-6029 WHEEL SPEED SENSOR WIRING (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									1348	0.600
KITS NONRECUR										1.800
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									1,348	2.400

Method of Implementation: ORG/INTERMEDIATE

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)															

Description/Justification

Commercial Central Interface Unit (CCIU) is the form fit and function weapons management computer (ACIU) replacement -provides additional computing power, open commercial architecture, huge cost savings and MTBF improvement. Is required to integrate smart weapons in ANG/AFR/ACC aircraft. Group B mod. No hardware change to the aircraft. CCIUs will be a remove and replace LRU, no kits required.

Aircraft Breakdown: Active 239, Reserve 70, ANG 363, Total 672

Development Status

Commercial Operation and Support Saving Initiative (COSSI) funded development ($7.1M). EMD will be completed FY04.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			109	4.936	274	9.992	289	12.751				
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.208								
SIM/TRAINER												
SUPPORT-EQUIP			[1]	1.150								
TOTAL COST (BP-1100)			109	6.294	274	9.992	289	12.751				
(Totals may not add due to rounding)												

Fact Sheet: F-16 MN-603035 COMMERCIAL CENTRAL INTERFACE UNIT (CCIU) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									672	27.679
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.208
SIM/TRAINER										
SUPPORT-EQUIP									[1]	1.150
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									672	29.037

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 7 Months Follow-On Lead Time: 7 Months

Milestones

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

Description/Justification

CMFDS is a Replacement For The Current Monochrome Display System on The Blk 25/30/32. The existing Programmable Display Generator (PDG) has insufficient memory or throughput to meet current or future requirements . The CMFDS provides increased computing capability and memory and is required for SCU 5.1 and beyond. Aircraft without CMFDS will remain with the SCU5 OFP and will not receive the capability to employ AIM-9X enhancements, and enhanced GBU-24. The CMFDS provides increased pilot situational awareness through improved display symbology (targets, threats, etc) recognition and decreases pilot workload. This mod will also provide depot repair equipment. Note: Kit costs are dependent on quantities procured by FY. As funds become available, a total of 146 Active Duty aircraft will be modified as the ANG and AFRC are using National Guard Reserve Equipment Account (NGREA) funding to upgrade their aircraft with CMFDS. Since the F-16 Block 25/30/32 fleet updates its operational flight program approximately every two years to add warfighting capability , the current monochrome system cannot support Software Capabilities Upgrade 6 (SCU 6) Operational Flight Program (OFP), fielding in March 2007, due to limited computing capability and memory. Additionally, operational units without CMFDS will not be able to share SADL datalink with SCU 6 Block25/30/32 aircraft due to Fire Control Computer (FCC) upgrades for precision targeting.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							28	2.000				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER							[1]	1.200				
SUPPORT-EQUIP												
TOTAL COST (BP-1100)							28	3.200				
(Totals may not add due to rounding)												

Fact Sheet: F-16 MN-610230 -COLOR DISPLAYS - BLK 30 (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									28	2.000
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[1]	1.200
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									28	3.200

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 15 Months Follow-On Lead Time: 0 Months

Milestones

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

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. Also, provides depot repair equipment. Aircraft installation number is lower than current Combat Air Force numbers due to anticipated attrition. 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, JHMCS;and MN612150, AAI. 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.

Aircraft Breakdown: Active 538, Reserve 0, ANG 91, Total 629

Development Status

EMD program is complete. Two engineering proof aircraft and one test aircraft were modified during the EMD program.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		11.921										
PROCUREMENT (3010)												
INSTALL KITS	254	12.330	100	3.632	94	2.143	98	5.390	76	3.680	7	0.838
KITS NONRECUR												
EQUIPMENT	254	75.302	[100]	20.584	[86]	21.584	[100]	29.420	[83]	20.849	[6]	4.747
EQUIP NONREC												
CHANGE ORDERS				1.800		0.631		1.150		0.900		0.750
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		5.990		2.200		1.431		1.300		1.900		1.760

Fact Sheet: F-16 MN-610250 COLOR DISPLAYS - CCIP (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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	43	6.504	[36]	5.783								
FY-02 51 KITS			[11]	1.928	[40]	3.528						
FY-03 47 KITS					[13]	1.146	[34]	3.728				
FY-04 100 KITS							[84]	12.739	[16]	3.023		
FY-05 94 KITS									[75]	12.093	[19]	2.416
FY-06 98 KITS											[77]	14.671
FY-07 76 KITS												
FY-08 7 KITS												
TOTAL INSTALL	120	15.363	47	7.711	53	4.674	118	16.467	91	15.116	96	17.087
TOTAL COST (BP-1100) (Totals may not add due to rounding)	254	108.985	100	35.927	94	30.464	98	53.727	76	42.445	7	25.182
INSTALLATION QTY	120		47		53		118		91		96	

Fact Sheet: F-16 MN-610250 COLOR DISPLAYS - CCIP (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										11.921
PROCUREMENT (3010)										
INSTALL KITS									629	28.013
KITS NONRECUR										
EQUIPMENT									[446]	172.486
EQUIP NONREC										
CHANGE ORDERS										5.231
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										14.581
INSTALLATION OF HARDWARE										
FY-99 23 KITS									[23]	2.289
FY-00 54 KITS									[54]	6.570
FY-01 79 KITS									[79]	12.287
FY-02 51 KITS									[51]	5.456
FY-03 47 KITS									[47]	4.874
FY-04 100 KITS									[100]	15.762
FY-05 94 KITS									[94]	14.509
FY-06 98 KITS	[21]	2.690							[98]	17.361
FY-07 76 KITS	[66]	12.556	[10]	2.447					[76]	15.003
FY-08 7 KITS			[7]	1.130					[7]	1.130
TOTAL INSTALL	87	15.246	17	3.577					629	95.241
TOTAL COST (BP-1100) (Totals may not add due to rounding)		15.246		3.577					629	315.553
INSTALLATION QTY	87		17						629	

Method of Implementation: DEPOT

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	6	11	12
Output																						4	12	18	9	17	16	13	16	15	18	6	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	6	14	18	32	29	29	28	22	22	22	25	22	24	26	24	25	20	20	22	10	7		
Output	12	15	6	14	18	32	29	29	28	22	22	22	25	22	24	26	24	25	20	20	22	10	7	

Description/Justification

Provides an 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. Aircraft breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. 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.

Aircraft Breakdown: Active 223, Reserve 0, ANG 18, Total 241

Development Status

Block 50/52 engineering design completed

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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						0.000				
INSTALLATION OF HARDWARE												
FY-00 34 KITS	34	1.534										
FY-01 79 KITS	55	3.112	[24]	3.446								
FY-02 91 KITS			[65]	6.493	[26]	1.282						
FY-03 37 KITS					[24]	1.184	[13]	0.585				
TOTAL INSTALL	89	4.646	89	9.939	50	2.466	13	0.585				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	241	100.683		9.939		2.466		0.585				
INSTALLATION QTY	89		89		50		13					

Fact Sheet: F-16 MN-612150 AIR-TO-AIR INTERROGATOR (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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
INSTALLATION OF HARDWARE										
FY-00 34 KITS									[34]	1.534
FY-01 79 KITS									[79]	6.558
FY-02 91 KITS									[91]	7.775
FY-03 37 KITS									[37]	1.769
TOTAL INSTALL									241	17.636
TOTAL COST (BP-1100) (Totals may not add due to rounding)									241	113.673
INSTALLATION QTY									241	

Method of Implementation: DEPOT

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)			10/00	01/01	01/02	01/03
Delivery Date (Month/CY)			10/02	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																			7	16	16	14	20	16	12	21	36	20	13	3	14	20
Output																				7	16	16	14	20	16	12	21	36	20	13	3	14

	FY-06				FY-07			
Quarter	1	2	3	4	1	2	3	4
Input	8	2	2	1				
Output	20	8	2	2	1			

Description/Justification

The OBOGS produces breathing gas by separating oxygen from engine bleed air taken from the ECS system. 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 as Congressional Plus-ups. NOTE: Congressional language directed AF to conduct 4 year nondevelopmental OBOGS installation program without specific quantites. FY00 funding not sufficient to pay 100% of NRE and procurement of (1) kit. NRE funded over 2 fiscal years. NOTE: FY05 has $5.511M from Congressional Plus-up which is currently on OSD withhold, pending release. This funding is included in the Z8888 Reprogramming line.

Aircraft Breakdown: Active 118, Reserve 0, ANG 18, Total 136

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	136	8.101										
KITS NONRECUR		4.971										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.080										
SIM/TRAINER	5	0.630										
SUPPORT-EQUIP												
KIT PROOF		0.460										
INSTALLATION OF HARDWARE												
FY-01 84 KITS		3.189		3.970	[1]		[40]		[43]			
FY-02 52 KITS									[32]		[20]	
TOTAL INSTALL		3.189		3.970	1		40		75		20	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	136	17.430		3.970								
INSTALLATION QTY					1		40		75		20	

Fact Sheet: F-16 MN-6300 ON BOARD OXYGEN GENERATION SYSTEM (OBOGS) (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									136	8.101
KITS NONRECUR										4.971
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.080
SIM/TRAINER									[5]	0.630
SUPPORT-EQUIP										
KIT PROOF										0.460
INSTALLATION OF HARDWARE										
FY-01 84 KITS									[84]	7.159
FY-02 52 KITS									[52]	
TOTAL INSTALL									136	7.159
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									136	21.401
INSTALLATION QTY									136	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 24 Months Follow-On Lead Time: 18 Months

Milestones

	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)		08/02	08/03	06/04
Delivery Date (Month/CY)		08/04	02/05	12/05

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	5	10	10	15
Output																												1	5	10	10	15

	FY-07				FY-08			
Quarter	1	2	3	4	1	2	3	4
Input	15	20	20	20	20			
Output	15	20	20	20	20			

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. Aircraft installation number is lower than current Combat Air Force numbers due to anticipated attrition. 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; MN 661650, Link 16; and MN612150, AAI. 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.

Aircraft Breakdown: Active 557, Reserve 0, ANG 91, Total 648

Development Status

Development is complete. Two engineering proof aircraft and two test aircraft were modified during EMD.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		26.708										
PROCUREMENT (3010)												
INSTALL KITS	273	24.195	100	4.688	94	3.634	98	3.730	76	2.724	7	1.107
KITS NONRECUR												
EQUIPMENT	273	62.718	[100]	20.868	[86]	19.563	[100]	22.410	[83]	17.130	[6]	6.859
EQUIP NONREC												
CHANGE ORDERS				1.809		0.783		0.510		0.260		0.200
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		7.882		3.537		2.253		0.950		1.400		1.100

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-01 28 KITS	28	2.271										
FY-02 108 KITS	3	0.219	[97]	10.409	[8]	0.326						
FY-03 137 KITS					[102]	4.154	[35]	1.182				
FY-04 100 KITS							[84]	4.038	[16]	0.945		
FY-05 94 KITS									[75]	3.777	[19]	0.755
FY-06 98 KITS											[77]	4.585
FY-07 76 KITS												
FY-08 7 KITS												
TOTAL INSTALL	31	2.490	97	10.409	110	4.480	119	5.220	91	4.722	96	5.340
TOTAL COST (BP-1100) (Totals may not add due to rounding)	273	97.285	100	41.309	94	30.713	98	32.820	76	26.236	7	14.606
INSTALLATION QTY	31		97		110		119		91		96	

Fact Sheet: F-16 MN-650050 JOINT HELMET MOUNTED CUEING SYS - CCIP (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										26.708
PROCUREMENT (3010)										
INSTALL KITS									648	40.078
KITS NONRECUR										
EQUIPMENT									[562]	149.547
EQUIP NONREC										
CHANGE ORDERS		0.190								3.752
DATA										
SIM/TRAINER										
SUPPORT-EQUIP		0.300								17.422
INSTALLATION OF HARDWARE										
FY-01 28 KITS									[28]	2.271
FY-02 108 KITS									[108]	10.954
FY-03 137 KITS									[137]	5.336
FY-04 100 KITS									[100]	4.983
FY-05 94 KITS									[94]	4.532
FY-06 98 KITS	[21]	0.841							[98]	5.426
FY-07 76 KITS	[66]	3.924	[10]	0.765					[76]	4.689
FY-08 7 KITS			[7]	0.353					[7]	0.353
TOTAL INSTALL	87	4.765	17	1.118					648	38.543
TOTAL COST (BP-1100) (Totals may not add due to rounding)		5.255		1.118					648	249.342
INSTALLATION QTY	87		17						648	

Method of Implementation: DEPOT

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	13	22	33	29	
Output																										6	14	11	13	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	21	17	39	33	33	28	28	30	24	22	22	23	23	23	25	25	23	21	20	23	7	10		
Output	29	21	17	39	33	33	28	28	30	24	22	22	23	23	23	25	25	23	21	20	23	7	10	

Description/Justification

Provides dual carriage of the HARM Targeting System (STING), Advanced Targeting Pod (SNIPER), and any associated prerequisite modifications on the F-16 (i.e., GAS 1E Antennae System). To accomplish dual carriage, the HTS pod is moving to the left inlet hard point. A new pylon is required to carry the HTS pod on the left hard point. This modification will buy the pylons, purchasing one pylon per each HTS pod and update the tech data for Blocks 40/50. AAC/YAQ will procure the pods. The MN602150, MMC will perform the necessary modifications to the left hard point of these aircraft.

Aircraft Breakdown: Active 277, Reserve 18, ANG 0, Total 295

Development Status

Completed in FY02.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.659										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					96	2.480	108	1.990	91	1.780		
EQUIP NONREC												
CHANGE ORDERS						1.245		0.650		0.670		
DATA		1.562				1.120		0.100		0.050		
SIM/TRAINER												
SUPPORT-EQUIP		0.033		0.000		1.045		0.290		0.250		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		1.595			96	5.890	108	3.030	91	2.750		

Fact Sheet: F-16 MN-660050 HTS PYLONS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										1.659
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									295	6.250
EQUIP NONREC										
CHANGE ORDERS										2.565
DATA										2.832
SIM/TRAINER										
SUPPORT-EQUIP										1.618
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									295	13.265

Method of Implementation: ORG/INTERMEDIATE

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
Contract Date (Month/CY)						02/05	02/06	02/07
Delivery Date (Month/CY)						02/06	02/07	02/08

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. Aircraft installation number is lower than current Combat Air Force numbers due to anticipated attrition. 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, JHMCS; and MN612150, AAI. 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. FY03 and out equipment line of funds reduced due to shift of LINK 16 terminal procurement from this MN 661650 to the MN 661651 (Tactical Data Link PE 27445F).

Aircraft Breakdown: Active 557, Reserve 0, ANG 91, Total 648

Development Status

EMD Program is complete. Two engineering proof aircraft and two test aircraft were modified during EMD.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		52.873										
PROCUREMENT (3010)												
INSTALL KITS	273	18.916	100	5.595	94	4.823	98	5.146	76	4.172	7	1.541
KITS NONRECUR												
EQUIPMENT	273	60.961	[100]	13.032	[86]	11.699	[100]	11.360	[83]	9.285	[6]	3.427
EQUIP NONREC												
CHANGE ORDERS				0.603		0.412		0.865		0.780		0.540
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		2.320		0.767		1.012		0.735		0.770		0.680

Fact Sheet: F-16 MN-661650 LINK 16 - CCIP (Continued)

Projected Financial Plan Continued

		PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
		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	3	0.235	[97]	8.410	[8]	0.434						
FY-03	137 KITS					[102]	5.535	[35]	1.182				
FY-04	100 KITS							[84]	4.038	[16]	0.945		
FY-05	94 KITS									[75]	3.779	[19]	0.755
FY-06	98 KITS											[77]	4.585
FY-07	76 KITS												
FY-08	7 KITS												
TOTAL INSTALL		31	2.523	97	8.410	110	5.969	119	5.220	91	4.724	96	5.340
TOTAL COST (BP-1100) (Totals may not add due to rounding)		273	84.720	100	28.407	94	23.914	98	23.326	76	19.731	7	11.528
INSTALLATION QTY		31		97		110		119		91		96	

Fact Sheet: F-16 MN-661650 LINK 16 - CCIP (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										52.873
PROCUREMENT (3010)										
INSTALL KITS									648	40.193
KITS NONRECUR										
EQUIPMENT									[648]	109.764
EQUIP NONREC										
CHANGE ORDERS		0.570								3.770
DATA										
SIM/TRAINER										
SUPPORT-EQUIP		0.300								6.584
INSTALLATION OF HARDWARE										
FY-01 28 KITS									[28]	2.287
FY-02 108 KITS									[108]	9.080
FY-03 137 KITS									[137]	6.717
FY-04 100 KITS									[100]	4.983
FY-05 94 KITS									[94]	4.534
FY-06 98 KITS	[21]	0.841							[98]	5.426
FY-07 76 KITS	[66]	3.924	[10]	0.765					[76]	4.689
FY-08 7 KITS			[7]	0.353					[7]	0.353
TOTAL INSTALL	87	4.765	17	1.118					648	38.068
TOTAL COST (BP-1100) (Totals may not add due to rounding)		5.635		1.118					648	198.379
INSTALLATION QTY	87		17						648	

Method of Implementation: DEPOT

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	13	22	33	29	
Output																										6	14	11	13	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	21	17	39	33	33	28	28	30	24	22	22	23	23	23	25	25	23	21	20	23	7	10		
Output	29	21	17	39	33	33	28	28	30	24	22	22	23	23	23	25	25	23	21	20	23	7	10	

Description/Justification

The funds required to procure the Link 16 tactical data link that will be installed as part of MN 661650, LINK 16 - CCIP, has been moved to this MN for FY03 and out. 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. Aircraft Breakdown number reflects only those assets purchased under this MN. The total number of aircraft affected by the LINK 16 modification are reflected in MN 661650. This mod is baselined with MN 661650, LINK 16, MN 602150, Modified Modular Mission Computer; MN 610250, Color Display; and MN650050, JHMCS.

Aircraft Breakdown: Active 432, Reserve 0, ANG 85, Total 517

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	144	33.700	98	22.466	91	21.751	91	22.656	77	19.459	16	12.507
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	144	33.700	98	22.466	91	21.751	91	22.656	77	19.459	16	12.507

Fact Sheet: F-16 MN-661651 F-16 TACTICAL DATA LINK (TDL) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									517	132.539
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									517	132.539

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 22 Months Follow-On Lead Time: 22 Months

Milestones

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

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-04		FY-05		FY-06		FY-07		FY-08	
	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	3.831	[6]	3.877								
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		3.831		3.877								
(Totals may not add due to rounding)												

Fact Sheet: F-16 MN-8661 AETC MTD UPGRADES-TECHNICAL TRAINING GROUP (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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									[9]	7.708
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										7.708

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

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-04		FY-05		FY-06		FY-07		FY-08	
	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	6	4.387	[2]	0.952	[20]	10.782	[11]	11.036	[19]	15.018	[21]	17.343
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		4.387		0.952		10.782		11.036		15.018		17.343
(Totals may not add due to rounding)												

Fact Sheet: F-16 MN-8662 AETC MTD UPGRADES-FIELD TRAINING DETACHMENTS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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	[21]	17.877	[21]	18.327	[21]	18.542			[142]	114.264
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		17.877		18.327		18.542				114.264

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 FY03 program includes as a minimum: LP Support ($311,000), F100 Oil Scavenging ($141,880)
F229 Oil Tank Mount ($25,554) Current for Cancelled Bill ($24,224) and F110 Pyrometer Tech Data ($4,000)

Current FY04 program includes as a minimum: F129 DEC PHI Restore ($18,000), and F100 DEFT Modification ($1.4M)

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

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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												
		8.216		1.421		0.040		0.403		0.072		0.015
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		8.216		1.421		0.040		0.403		0.072		0.015

Fact Sheet: F-16 MN-99999E MISC ENGINE UPDATE MODS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										
		0.392		0.387		0.372		1.200		12.518
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		0.392		0.387		0.372		1.200		12.518

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
Contract Date (Month/CY)							
Delivery Date (Month/CY)							

Description/Justification

Aircraft require modifications to correct deficiencies revealed during development and initial use. Corrections are incorporated into production at the earliest time. Update modifications are required to maintain configuration control of delivered aircraft and those too far into production for incorporation.

FY03 program includes: Battery Harness Bracket ($35,800), IDM Secure Voice ($21,318)

FY04 program includes: Thunderbird #12 Falcon Up ($505,000) and Spider Harness Kits ($1,274,592)

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

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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												
		7.401		1.783		0.040		0.403		0.072		0.014
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		7.401		1.783		0.040		0.403		0.072		0.014

Fact Sheet: F-16 MN-99999U LOW COST RETROFIT MODS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										
		0.392		0.387		0.372		1.200		12.064
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		0.392		0.387		0.372		1.200		12.064

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
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.

FY03 programs include: Block 40 Integrated Test Stand Mod ($1,100,000) and RT1505 Upgrade ($3,200)

FY04 programs include: GAS-1 Qualification ($42,529)

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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												
		9.186		0.796		0.040		0.403		0.074		0.016
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		9.186		0.796		0.040		0.403		0.074		0.016

Fact Sheet: F-16 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										
		0.391		0.387		0.372		1.200		12.865
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		0.391		0.387		0.372		1.200		12.865

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
Contract Date (Month/CY)							
Delivery Date (Month/CY)							

Description/Justification

The Theater Airborne Reconnaissance System (TARS) fills a niche for manned-fighter recconnaissance in the era of Unmanned Air Vehicles (UAV). TARS provides an under-the-weather electro-optical (visible light) image collection capability in a medium-to-high threat environment. We are procuring additional TARS equipment/spares to include additional Medium Altitude Electro Optical Sensors. This modification was Congressional directed and is not a new start. Cost for installs are included in the total cost shown.

Aircraft Breakdown: Active 0, Reserve 0, ANG 7, Total 7

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	7	9.353										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
INSTALLATION OF HARDWARE												
FY-00 6 KITS	6											
FY-03 1 KITS					[1]							
TOTAL INSTALL	6				1							
TOTAL COST (BP-1100)	7	9.353										
(Totals may not add due to rounding)												
INSTALLATION QTY	6				1							

Fact Sheet: F-16 MN-F16TAR THEATER AIRBORNE RECONNAISSANCE SYSTEM (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									7	9.353
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
INSTALLATION OF HARDWARE										
FY-00 6 KITS									[6]	
FY-03 1 KITS									[1]	
TOTAL INSTALL									7	
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									7	9.353
INSTALLATION QTY									7	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)		09/00			08/03
Delivery Date (Month/CY)		01/02			12/04

Installation Schedule

	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
Input														3	3										1			
Output														3	3										1			

Description/Justification

This modification improves reliability, reduces false warnings, and provides post mishap engine performance data by replacing the existing engine monitoring system computer (EMSC) on F110 engines with a more capable crash survivable EMSC. The new EMSC eliminates an ongoing part obsolesence problem with the current unit. Implementation will be by retrofit at the O&I level. This quantity includes installed units and spare units other than those incorporated in production.

Aircraft Breakdown: Active 472, Reserve 52, ANG 255, Total 779

Development Status

Development is complete and units are qualified.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	827	14.801										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	827	14.801										

Fact Sheet: F-16 MN-F19412 F110-GE-100/129 EMS ENHANCEMENTS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									827	14.801
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									827	14.801

Method of Implementation: ORG/INTERMEDIATE

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

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05
Contract Date (Month/CY)		02/01	04/02		12/02	12/03	12/04
Delivery Date (Month/CY)		08/01	10/02		06/03	06/04	06/05

Description/Justification

This modification is designed to prevent the High Pressure Turbine (HPT) shroud from backing off, which allows the shroud to drop into the flow path. A new HPT shroud assembly will be introduced to ensure that there is not enough space to allow the C-clip to back away from the support. It will result in a tighter clearance control on the aft side of the C-clip, limit axial C-clip migration eliminating the potential for C-clip support disengagement, and simplify the aft lip weld repair. Kit totals below include requirements for both install and spare engines. Installations accomplished at the Intermediate maintenance level. Installations require mod preparation of the turbine frame prior to installation. There is no separate cost to install this mod. This modification was originally planned for implementation in FY04-10. In fall of 2003, FY01 and 02 funding was identified to accelerate this safety modification, and Congressional New Start notification was accomplished.

Aircraft Breakdown: Active 279, Reserve 52, ANG 255, Total 586

Development Status

Development completed under engine CIP

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	470	2.989	0	0.000	173	1.019	108	0.677	57	0.360	135	0.850
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.017										
SIM/TRAINER												
SUPPORT-EQUIP												
TOOLING												
MOD Prep			[130]	0.200	[200]	0.300		0.160		0.170		0.170
CONTRACTOR SUPPORT				0.140		0.537						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	470	3.006		0.340	173	1.856	108	0.837	57	0.530	135	1.020

Fact Sheet: F-16 MN-F19419 F110-100 HPT C-CLIP BACKOFF (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	22	0.140							965	6.035
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.017
SIM/TRAINER										
SUPPORT-EQUIP										
TOOLING										
MOD Prep									[330]	1.000
CONTRACTOR SUPPORT										0.677
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	22	0.140							965	7.729

Method of Implementation: ORG/INTERMEDIATE

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

Description/Justification

The SLEP will increase the time on wing almost three times the current configuration. This is achieved in large part through the installation of a new Compressor and Common High Pressure Turbine Rotor. It eliminates all special inspections 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. The SLEP 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. The contractor has agreed to shorten the initial lead time for kits to 6 months to accelerate the implementation of SLEP to the F110-GE-100/129 fleet. Quantities include both installed and spare engines.

Aircraft Breakdown: Active 474, Reserve 52, ANG 254, Total 780

Development Status

In development in CIP program. Qualification expected in Mar 2005.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					90	29.452	122	44.903	118	43.810	118	44.380
EQUIP NONREC												
CHANGE ORDERS												
DATA						2.500						
SIM/TRAINER												
SUPPORT-EQUIP						7.500						
CONTRACTOR SUPPORT						0.080		0.080		0.160		0.160
INSTALLATION OF HARDWARE												
FY-05 90 KITS							[90]					
FY-06 122 KITS									[122]			
FY-07 118 KITS											[118]	
FY-08 118 KITS												
FY-09 117 KITS												
FY-10 119 KITS												
FY-11 122 KITS												
TOTAL INSTALL							90		122		118	
TOTAL COST (BP-1100) (Totals may not add due to rounding)					90	39.532	122	44.983	118	43.970	118	44.540
INSTALLATION QTY							90		122		118	

Fact Sheet: F-16 MN-F19424 F110 ENGINE SERVICE LIFE EXTENSION PROGRAM (SLEP) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	117	44.950	119	45.640	122	49.744			806	302.879
EQUIP NONREC										
CHANGE ORDERS										
DATA										2.500
SIM/TRAINER										
SUPPORT-EQUIP										7.500
CONTRACTOR SUPPORT		0.160		0.160		0.160				0.960
INSTALLATION OF HARDWARE										
FY-05 90 KITS									[90]	
FY-06 122 KITS									[122]	
FY-07 118 KITS									[118]	
FY-08 118 KITS	[118]								[118]	
FY-09 117 KITS			[117]						[117]	
FY-10 119 KITS					[119]				[119]	
FY-11 122 KITS							[122]		[122]	
TOTAL INSTALL	118		117		119		122		806	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	117	45.110	119	45.800	122	49.904			806	313.839
INSTALLATION QTY	118		117		119		122		806	

Method of Implementation: COMBINATION

Initial Lead Time: 6 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)			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-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													21	23	22	24	30	30	31	31	29	29	29	31	29	29	29	31	28	29	29	31
Output													21	23	22	24	30	30	31	31	29	29	29	31	29	29	29	31	28	29	29	31

	FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4
Input	29	29	30	31	30	30	31	31
Output	29	29	30	31	30	30	31	31

Description/Justification

The F110-GE-100/129 Fan IGV actuator manifold is susceptible to both low cycle fatigue and high cycle fatigue at the flange actuator interface as well as high cycle fatigue failures at other locations in the fuel manifold. The IGV actuator stroking also results in stress at the flange due to small rotations of the actuator. This modification addresses the root cause of the problem by changing the IGV manifold from a rigid tube to a flexible tube. Changes to the IGV manifold service ports, rerouting of the IGV drain and IGV reset lines and IGV manifold support brackets have been made to accommodate the flexible IGV manifold. Modification kit quantities include both installed and spare engines.

Aircraft Breakdown: Active 472, Reserve 52, ANG 255, Total 779

Development Status

Completed under the Component Improvement Program and ECP submitted

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	400	1.309	699	2.244								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	400	1.309	699	2.244								

Fact Sheet: F-16 MN-F19426 F110-GE-100/129 Inlet Guide Vane (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									1099	3.553
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									1,099	3.553

Method of Implementation: ORG/INTERMEDIATE

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

Milestones

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-22				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$8.223	$69.020	$53.992	$227.314	$191.304	$166.338	$122.918	$104.861

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	17607	TEST INSTRUMENTATION			4.3							13.1
	6881	JTRS I&I				16.7	31.1	32.8	34.1	16.9		131.6
	F22000	LOW COST MODS (ENGIN		1.0	1.0							2.0
	F22001	COMMON CONFIGURATIO	6.4	62.5	5.7	137.0	88.8	61.5	8.0	8.0		385.0
	F22003	SMALL DIAMETER BOMB (						16.0	16.6	16.9		49.5
	F22004	LOW COST MOD (Air Vehicl	1.8	1.0	1.0							5.3
	F22006	F/A-22 Reliability and Maintai			29.0	30.0	28.4	25.0	25.0	25.0		162.4
	F22010	Mode 5/S IFF							6.2	4.1		10.3
	F22011	Alternate Nav Light Cover			1.0							1.0
	F22013	Trainer Low Cost Mod				2.0	2.0	2.0	2.0	2.0		10.0
	F22014	F119 Engine Modifications			12.0	39.7	39.0	27.0	29.0	30.0		176.7
	F22015	Air Vehicle Low Cost Mods				2.0	2.0	2.0	2.0	2.0		10.0
	Z88888	REPROGRAMMINGS	0.0	4.5								
TOTAL FOR CLASS P			8.2	69.0	54.0	227.3	191.3	166.3	122.9	104.9	0.0	957.0
TOTAL FOR WEAPON SYSTEM F-22			8.2	69.0	54.0	227.3	191.3	166.3	122.9	104.9	0.0	957.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 28	PAGE NO. 1	

Description/Justification

ACC determined that PRTV I (Group B) Instrumentation capability is needed to perform Force Development Evaluation (FDE) and Tactics Development using PRTV II aircraft. Mission Instrumentation Requirements include: recording of Avionics data during FDE events, real-time encrypted battle-shaping, live missile test launches, future weapon development, instrumentation operational support, and instrumentation software support with future Operational Flight Programs (OFP). Contract award was 30 Aug 04 (currently on Undefinitized Contractual Authorization). The $4.25M in FY06 is to retrofit the required Group A wiring onto existing production aircraft. A study currently ongoing will determine the aircraft quantity and retrofit schedule.

Aircraft Breakdown: Active 7, Reserve 0, ANG 0, Total 7

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS								4.250				
KITS NONRECUR												
EQUIPMENT	7	8.845										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	7	8.845						4.250				

Fact Sheet: F-22 MN-17607 TEST INSTRUMENTATION (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										4.250
KITS NONRECUR										
EQUIPMENT									7	8.845
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									7	13.095
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 25 Months Follow-On Lead Time: 18 Months

Milestones

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

Description/Justification

These are low cost modifications necessary to improve reliability, maintainability, safety and mission performance and to reduce logistics costs. Also, provides funding for modifications driven by EMD concurrency.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR						1.000		1.000				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						1.000		1.000				
(Totals may not add due to rounding)												

Fact Sheet: F-22 MN-F22000 LOW COST MODS (ENGINE) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										2.000
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										2.000

Method of Implementation:

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

Milestones

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

Description/Justification

- F/A-22 Modernization Program envisions three versions of the F/A-22: Global Strike Basic (Block 20), Global Strike Enhanced (Block 30) and Global Strike Full/Enhanced ISR (Block 40)
- The purpose of Common Configuration is to modify F/A-22 aircraft to accommodate a common OFP across separate Lots of aircraft that make up each Block configuration to achieve a standardized OFP at individual bases (e.g., Block 20 at Tyndall & Block 30 at Langley). Diminishing Manufacturing Source (DMS) issues and Production Improvement Program (PIP) projects have driven the creation of several unique hardware/OFP configurations, resulting in the need for separate OFPs. These different OFP configurations have several impacts, including the need for multiple OFP configurations for every planned OFP upgrade, increased support costs, heavy demand on lab capacity, etc. The ultimate goal of the Common Configuration effort is to:

o Reduce the number of different OFPs in the aircraft fleet.
o Make early produced aircraft up to later configuration.

- This effort focuses on upgrading selected Lot 1 through Lot 4 aircraft with hardware/OFP and appropriate software. The objective is to optimally utilize the available funding to minimize the number of unique OFP configurations. Each hardware/OFP upgrade and retrofit kit for each aircraft Lot configuration will be significantly different and procured over multiple years based on requirements. This effort also provides for a DMS program required to maintain an executable common configuration program.

The 4th generation array modification (MN-F22005-closed) has been incorporated into the common configuration modification effort.

Aircraft Breakdown: Active 49, Reserve 0, ANG 0, Total 49

Development Status
N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	4	7.184	6	5.049	5	53.873			15	126.429	13	85.107
EQUIP NONREC				1.338		3.470		5.456		3.592		3.657
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP						5.167						

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-03 4 KITS							[4]	0.099				
FY-04 6 KITS							[6]	0.149				
FY-05 5 KITS									[5]	6.955		
FY-07 15 KITS												
FY-08 13 KITS												
FY-09 6 KITS												
TOTAL INSTALL							10	0.248	5	6.955		
TOTAL COST (BP-1100) (Totals may not add due to rounding)	4	7.184	6	6.387	5	62.510		5.704	15	136.976	13	88.764
INSTALLATION QTY							10		5			

Fact Sheet: F-22 MN-F22001 COMMON CONFIGURATION (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	6	50.161							49	327.803
EQUIP NONREC		3.723		3.790		3.860				28.886
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										5.167
INSTALLATION OF HARDWARE										
FY-03 4 KITS									[4]	0.099
FY-04 6 KITS									[6]	0.149
FY-05 5 KITS									[5]	6.955
FY-07 15 KITS	[15]	7.592							[15]	7.592
FY-08 13 KITS			[13]	4.206					[13]	4.206
FY-09 6 KITS					[6]	4.110			[6]	4.110
TOTAL INSTALL	15	7.592	13	4.206	6	4.110			49	23.111
TOTAL COST (BP-1100) (Totals may not add due to rounding)	6	61.476		7.996		7.970			49	384.967
INSTALLATION QTY	15		13		6				49	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 18 Months Follow-On Lead Time: 24 Months

Milestones

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

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																					10	2	2	1						3	6	6
Output																					10	2	2	1						3	6	6

	FY-10				FY-11			
Quarter	1	2	3	4	1	2	3	4
Input	4	3	3	3	3	3		
Output	4	3	3	3	3	3		

Description/Justification

These are low cost modifications necessary to improve reliability, safety 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-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		1.500		1.836		0.970		1.038				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		1.500		1.836		0.970		1.038				
(Totals may not add due to rounding)												

Fact Sheet: F-22 MN-F22004 LOW COST MOD (Air Vehicle) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										5.344
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										5.344

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
Contract Date (Month/CY)		02/03		01/05	01/06
Delivery Date (Month/CY)		02/04		01/06	01/07

Description/Justification

Provides for retrofit to incorporate pattern failure fixes to achieve the Mean Time Between Maintenance (MTBM) requirement of 3.0 flight hours (FH) at 100,000 total flight hours. MTBM of 3.0 FH is an Operational Requirements Document (ORD) and Acquisition Program Baseline (APB) requirement. MTBM directly influences other Key Performance Parameters (KPP) and ORD requirements such as Sortie Generation Rate, C-17 loads and manpower spaces per aircraft. Install kit quantity exceeds aircraft breakdown total quantity due to multiple kit procurement/installation per aircraft in support of various MTBM initiatives.

Aircraft Breakdown: Active 178, Reserve 0, ANG 0, Total 178

Development Status

Development started in FY05 to achieve pattern failure fixes to get to 3.0 MTBM.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								14.000		29.000		38.000
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							1457	26.970	896	14.940	976	16.270
EQUIP NONREC												
CHANGE ORDERS								1.450		0.800		0.870
DATA								0.580		0.320		0.340
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 1457 KITS									[1,457]	13.940		
FY-07 896 KITS											[896]	10.930
FY-08 976 KITS												
TOTAL INSTALL									1,457	13.940	896	10.930
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							1,457	29.000	896	30.000	976	28.410
INSTALLATION QTY									1,457		896	

Fact Sheet: F-22 MN-F22006 F/A-22 Reliability and Maintainability Maturation Program (RAMMP) Mods (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		18.000		8.000		3.000				110.000
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT		12.600		15.080		13.450			3329	99.310
EQUIP NONREC										
CHANGE ORDERS		0.680		0.810		0.720				5.330
DATA		0.270		0.320		0.290				2.120
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06 1457 KITS									[1,457]	13.940
FY-07 896 KITS									[896]	10.930
FY-08 976 KITS	[976]	11.480		8.790		10.540			[976]	30.810
TOTAL INSTALL	976	11.480		8.790		10.540			3,329	55.680
TOTAL COST (BP-1100) (Totals may not add due to rounding)		25.030		25.000		25.000			3,329	162.440
INSTALLATION QTY	976								3,329	

Method of Implementation: COMBINATION

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	01/08	01/09	01/10	01/11
Delivery Date (Month/CY)				01/07	01/08	01/09	01/10	01/11	01/12

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																		1,457				896				976						
Output																						1,457				896				976		

Description/Justification

Classified project.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT								1.000				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)								1.000				
(Totals may not add due to rounding)												

Fact Sheet: F-22 MN-F22011 Alternate Nav Light Cover (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										1.000
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										1.000
(Totals may not add due to rounding)										

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)															

Description/Justification

Engine modifications are necessary to improve safety, reliability, maintainability, sustainability and mission performance. These mods will focus on fuel nozzles, heat exchanger mounts, engine control moisture drains, compression variable vane actuator bracket, augmentor screech, augmentor ignition and other modifications developed within the CIP program (27268F). Kit quantities vary based on engine modification.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Engine mods are developed within the Component Improvement Program in PE 27268F.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT								11.090		36.880		36.270
EQUIP NONREC												
CHANGE ORDERS								0.650		2.000		1.950
DATA								0.260		0.800		0.780
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								12.000		39.680		39.000
INSTALLATION QTY												

Fact Sheet: F-22 MN-F22014 F119 Engine Modifications (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT		25.110		26.970		27.900				164.220
EQUIP NONREC										
CHANGE ORDERS		1.350		1.450		1.500				8.900
DATA		0.540		0.580		0.600				3.560
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		27.000		29.000		30.000				176.680
INSTALLATION QTY										

Method of Implementation: DEPOT/FIELD TEAM

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)															

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			
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 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: A/T-37				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$0.076	$0.077	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODI	0.1	0.1								0.4
TOTAL FOR CLASS P-S			0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
P	99999X	LOW COST MODIFICATIO	0.1	0.1								0.1
	Z88888	REPROGRAMMINGS	0.0	0.1								
TOTAL FOR CLASS P			0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
TOTAL FOR WEAPON SYSTEM A/T-37			0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-5				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$91.514	$101.530	$91.137	$219.306	$499.980	$669.884	$793.997	$875.765

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. The primary modifications budgeted in FY06 is the Avionics Modernization Program (AMP). Other modifications enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	6038	AVIONICS MODERNIZATIO	76.9	96.6	69.3	49.6	27.8	4.1				460.0
	6154	C-5 RELIABILITY ENHANC			20.0	141.1	435.2	632.0	765.0	869.7	6,842.8	9,705.9
	8629	LARGE AIRCRAFT INFRAR				28.5	36.9	33.7	28.9	5.9		133.9
	8662	AETC MTD UPGRADES-FI		0.7	1.8							3.8
	8719	EMERGENCY DC POWER	11.7	9.0								24.1
	8789	AN/AAR-47 MISSILE WARN	2.8									2.8
	99999X	LOW COST MODIFICATIO	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		4.8
	Z88888	REPROGRAMMINGS	0.0	-4.9								
TOTAL FOR CLASS P			91.5	101.5	91.2	219.3	500.0	669.9	794.0	875.8	6,842.8	10,335.3
TOTAL FOR WEAPON SYSTEM C-5			91.5	101.5	91.2	219.3	500.0	669.9	794.0	875.8	6,842.8	10,335.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 30	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. Mod is baselined with GPS (mod#3150). In FY04 the C-5 modernization program was approved to use the contractor supported weapon system (CSWS) support concept. Initial spares in support of CSWS will be purchased with 3010, BP11 funds instead of 3010, BP16 funds.

Aircraft Breakdown: Active 37, Reserve 20, ANG 0, Total 57

Development Status

RDT&E supports engineering, Commercial Off-The-Shelf (COTS) identification and interfacing hardware design, software design, and data design. Preliminary Design Review (PDR) occurred in 3rd quarter FY00 and Critical Design Review (CDR) occurred in 3rd quarter FY01. Development also includes two flight tested prototypes which began testing in 1st quarter FY03. The second block of developmental testing completed in Sep 03. Three of four software blocks have been developed. The final software block and verification testing are expected to complete in Jun 05 with operational testing to follow. TCAS procurement effort was accelerated ahead of the AMP procurement due to DEPSECDEF direction. TCAS installation completed 31 Oct 02. Avionics capability required for modernization that is not complete at the end of AMP development will be captured and funded in RERP, which is phase II of the C-5 modernization.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	2	295.462		67.385		10.926						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	8	20.801	18	42.675	19	54.122	7	19.522	3	9.843	2	6.708
EQUIP NONREC												
CHANGE ORDERS		9.623		8.402		7.333		5.970		4.870		5.300
DATA		0.758		5.372		0.588		0.195		0.200		0.206
SIM/TRAINER	4	7.436										
SUPPORT-EQUIP		4.124		2.913		1.465		1.501		1.191		
GFE		8.115		8.479		4.419		3.527		2.561		4.323
TCAS NRE	2	0.212										
TCAS INTG/INSTL	11	2.678										
WST NRE	2	31.355		2.286								
CPT NRE												
WPT INTG/INSTL					[1]	5.895	[1]	8.036	[1]	10.997		
CPT INTG/INSTL												
MTD KITS	3	19.094				1.800						
TCAS	126	22.552										
INSTALLATION OF H	126	5.799										
OGC		3.129				6.857		4.318		3.030		1.463

Fact Sheet: C-5 MN-6038 AVIONICS MODERNIZATION PROGRAM (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INITIAL SPARES						4.891		12.225		8.928		6.873
OMNIBUS												
INSTALLATION OF HARDWARE												
FY-03 8 KITS			[2]	6.767	[6]							
FY-04 18 KITS					[2]	9.260	[16]					
FY-05 19 KITS							[2]	14.002	[17]			
FY-06 7 KITS										7.980	[7]	
FY-07 3 KITS											[3]	2.912
FY-08 2 KITS												
TOTAL INSTALL			2	6.767	8	9.260	18	14.002	17	7.980	10	2.912
TOTAL COST (BP-1100) (Totals may not add due to rounding)	8	135.676	18	76.894	19	96.630	7	69.296	3	49.600	2	27.785
INSTALLATION QTY			2		8		18		17		10	

Fact Sheet: C-5 MN-6038 AVIONICS MODERNIZATION PROGRAM (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[2]	373.773
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									57	153.671
EQUIP NONREC										
CHANGE ORDERS		1.111								42.609
DATA		0.211								7.530
SIM/TRAINER									[4]	7.436
SUPPORT-EQUIP										11.194
GFE		0.306								31.730
TCAS NRE									[2]	0.212
TCAS INTG/INSTL									[11]	2.678
WST NRE									[2]	33.641
CPT NRE										
WPT INTG/INSTL									[3]	24.928
CPT INTG/INSTL										
MTD KITS									[3]	20.894
TCAS									[126]	22.552
INSTALLATION OF H									[126]	5.799
OGC		0.522								19.319
INITIAL SPARES										32.917
OMNIBUS										
INSTALLATION OF HARDWARE										
FY-03 8 KITS									[8]	6.767
FY-04 18 KITS									[18]	9.260
FY-05 19 KITS									[19]	14.002
FY-06 7 KITS									[7]	7.980
FY-07 3 KITS									[3]	2.912
FY-08 2 KITS	[2]	1.988							[2]	1.988
TOTAL INSTALL	2	1.988							57	42.909
TOTAL COST (BP-1100) (Totals may not add due to rounding)		4.138							57	460.019
INSTALLATION QTY	2								57	

Method of Implementation: COMBINATION

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

Fact Sheet: C-5 MN-6038 AVIONICS MODERNIZATION PROGRAM (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)								04/03	12/03	12/04	12/05	12/06	12/07	12/08
Delivery Date (Month/CY)								04/04	12/04	12/05	12/06	12/07	12/08	12/09

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			
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	2	2	3	4	4	5	5	4	5	4	4	3	3	2	2	2			
Output					1	2	2	2	3	4	4	5	5	4	5	4	4	3	3	2	2	2		

Description/Justification

The C-5 Reliability Enhancement and Re-Engining Program (RERP), Phase II of an Air Force planned two-phase modernization effort for the C-5 (C-5 AMP is Phase I), is a comprehensive modernization effort that will improve aircraft reliability, maintainability, and availability. This effort centers on replacing the current TF-39 engines with more reliable Commercial Off-the-Shelf (COTS) turbofan engines. These engines will be stage III noise compliant. In addition to new engines/pylons, C-5 RERP will provide upgrades to the wing attach fittings, thrust reversers, Auxiliary Power Units (APUs), landing gear and airframe. Electrical, hydraulic, fuel, fire suppression, and pressurization/air conditioning systems will also be upgraded. The System Development & Demonstration (SDD) phase of the contract started in 1Q FY02. The approved acquisition strategy calls for the modification of B-model aircraft first. A separate production contract with yearly options to modify the C-5 aircraft is scheduled to start 2Q FY06. The C-5 Modernization program was approved in FY04 to use the contractor supported weapon system (CSWS) support concept. Initial spares in support of CSWS will be purchased with 3010, BP11 funds instead of 3010, BP16 funds.

Aircraft Breakdown: Active 64, Reserve 32, ANG 13, Total 109

Development Status

Preliminary work contract began in FY00 and continued through FY01. The purpose of this effort was to reduce risk by selection of major subcontract vendors, identification of reliability improvements, and completion of a system specification. The SDD contract was awarded in the 1st quarter of FY02 under a Undefinitized Contract Action (UCA). That contract was definitized Mar 02. Development includes flight test of three prototypes, one C-5A and two C-5Bs. Three RDT&E test articles were funded in FY04 for installation and flight test in FY05/06/07. Avionics capability required for modernization that is not complete at the end of AMP development, which is the first phase of the modernization effort, will be captured and funded in RERP, which is Phase II of the C-5 Modernization program. Major SDD milestones completed to date include the Preliminary Design Review (PDR), which completed in Jan 03, the Air-Vehicle Critical Design Review (CDR), which completed in Mar 04, and the induction and start of modification on the first AMP modified RERP aircraft in Oct 04. RERP also includes a new start effort for avionics capability required for modernization, but which may not be complete at the end of AMP development.

Note: Advance Procurement (AP) is required due to the length of time it will take to procure some of the hardware items. The use of Advance Procurement (AP) in BP11 versus BP10 was approved, as RERP is a modernization program, requiring the use of BP11 funds.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		332.680	[3]	258.522		319.123		226.479		149.591		50.926
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT									1	42.312	3	137.334
EQUIP NONREC												
CHANGE ORDERS										10.246		58.684
DATA										0.192		0.395
SIM/TRAINER												
SUPPORT-EQUIP												11.512
GFE										6.527		6.705
ICS												9.391
ATD INTEGRATION												29.464
INITIAL SPARES										6.864		27.255
OGC										8.303		37.441

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
ADVANCE PROCUREMENT								20.001		66.700		97.600
INSTALLATION OF HARDWARE												
FY-07 1 KITS											[1]	19.427
FY-08 3 KITS												
FY-09 5 KITS												
FY-10 7 KITS												
FY-11 9 KITS												
FY-12 12 KITS												
FY-13 12 KITS												
FY-14 12 KITS												
FY-15 12 KITS												
FY-16 12 KITS												
FY-17 12 KITS												
FY-18 12 KITS												
TOTAL INSTALL											1	19.427
TOTAL COST (BP-1100) (Totals may not add due to rounding)								20.001	1	141.144	3	435.208
INSTALLATION QTY											1	

Fact Sheet: C-5 MN-6154 C-5 RELIABILITY ENHANCEMENT & REENGINING PROGRAM (RERP) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[3]	1337.321
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	5	227.812	7	305.882	9	397.435	84	3991.019	109	5101.794
EQUIP NONREC										
CHANGE ORDERS		92.560		103.237		73.729		313.359		651.815
DATA		1.420		5.023		5.633		6.715		19.378
SIM/TRAINER										
SUPPORT-EQUIP		16.086		8.107				111.520		147.225
GFE		7.954		8.142		8.612		81.962		119.902
ICS		9.643		22.897		23.512				65.443
ATD INTEGRATION		6.819		6.909		7.030		3.590		53.812
INITIAL SPARES		29.001		31.848		35.644		293.012		423.624
OGC		48.278		55.718		62.163		514.400		726.303
ADVANCE PROCUREMENT		120.800		146.600		171.000		851.641		1474.342
INSTALLATION OF HARDWARE										
FY-07 1 KITS									[1]	19.427
FY-08 3 KITS	[3]	42.952							[3]	42.952
FY-09 5 KITS	[2]	28.635	[3]	35.308					[5]	63.943
FY-10 7 KITS			[3]	35.309	[4]	42.487			[7]	77.796
FY-11 9 KITS					[4]	42.486	[5]	49.384	[9]	91.870
FY-12 12 KITS							[12]	114.910	[12]	114.910
FY-13 12 KITS							[12]	104.238	[12]	104.238
FY-14 12 KITS							[12]	90.091	[12]	90.091
FY-15 12 KITS							[12]	82.317	[12]	82.317
FY-16 12 KITS							[12]	79.759	[12]	79.759
FY-17 12 KITS							[12]	77.934	[12]	77.934
FY-18 12 KITS							[12]	76.989	[12]	76.989
TOTAL INSTALL	5	71.587	6	70.617	8	84.973	89	675.622	109	922.226
TOTAL COST (BP-1100) (Totals may not add due to rounding)	5	631.960	7	764.980	9	869.731	84	6842.840	109	9705.864
INSTALLATION QTY	5		6		8		89		109	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 15 Months Follow-On Lead Time: 10 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)								10/05	10/06	10/07	10/08	10/09	10/10	10/11	10/12
Delivery Date (Month/CY)								01/07	08/07	08/08	08/09	08/10	08/11	08/12	08/13

	FY-14	FY-15	FY-16	FY-17	FY-18	FY-19
Contract Date (Month/CY)	10/13	10/14	10/15	10/16	10/17	10/18
Delivery Date (Month/CY)	08/14	08/15	08/16	08/17	08/18	08/19

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				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	2	1	1	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3
Output								1				1	1	1	2	1	1	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3

	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
Input	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1	2	2	2				
Output	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1	2	2	2	

Exhibit P-40, Budget Item Justification	Date: February 2005
Appropriation (Treasury) Code/CC/BA/BSA/Item Control Number **Aircraft Procurement, Air Force, Budget Activity 05, Modification of Inservice Aircraft, Item No. 29**	P-1 Line Item Nomenclature **C-5 RERP Advance Procurement**

Program Element for Code B Items:		N/A			Other Related Program Elements:				NA			
	ID Code	Prior Years	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	To Comp	Total
Proc Qty	A											0
Cost ($ M)												0.000
Advance Proc Cost ($ M)					20.001	66.700	97.600	120.800	146.600	171.000	851.641	1474.342
Weapon System Cost ($ M)		0.000	0.000	0.000	20.001	66.700	97.600	120.800	146.600	171.000	851.641	1474.342
Initial Spares ($ M)												0.000
Total Proc Cost ($ M)		0.000	0.000	0.000	20.001	66.700	97.600	120.800	146.600	171.000	851.641	1474.342
Flyaway Unit Cost ($ M)												
Wpn Sys Unit Cost ($ M)												

Description

The FY06-FY11 budget reflects the planned advance procurement (AP) of components to support the C-5 RERP modification effort. The budget fully funds each years modification effort. The AP procurement quantity profile for FY06 - FY11 is 1-3-5-7-9-12 to support the modification kit procurement profile for FY07 - FY11of 1-3-5-7-9. The AP funds will be used to procure long-lead components.

FY 2006 Program Justification

FY06 advance procurement funding will provide for contractor furnished equipment (CFE) for one (1) aircraft modification.

FY 2007 Program Justification

FY07 advance procurement funding will provide for contractor furnished equipment (CFE) for three (3) aircraft modifications.

Exhibit P-10 p.1, Advance Procurement Requirements Analysis (Page 1 - Funding)	Date: February 2005
Appropriation (Treasury) Code/CC/BA/BSA/Item Control Number **Aircraft Procurement, Air Force, Budget Activity 05, Modification of Inservice Aircraft, Item No. 29**	P-1 Line Item Nomenclature **C-5 RERP Advance Procurement**

Weapon System	First System Award Date	First System Completion Date
C5RERP AP		

($ in Millions)

Description	PLT	When Rqd	Prior Years	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	To Comp	Total
End Item Qty						1	3	5	7	9	12	72	109
CFE						20.001	66.700	97.600	120.800	146.600	171.000	851.641	1474.342
GFE													0.000
EOQ													0.000
Design													0.000
Term Liability													0.000
													0.000
TOTAL AP			0.000	0.000	0.000	20.001	66.700	97.600	120.800	146.600	171.000	851.641	1474.342

Description

The FY06-FY11 budget reflects the planned advance procurement (AP) of components to support the C-5 RERP modification effort. The budget fully funds each years modification effort. The AP procurement quantity profile for FY06 - FY11 is 1-3-5-7-9-12 to support the modification kit procurement profile for FY07 - FY11of 1-3-5-7-9. The AP funds will be used to procure long-lead components.

Exhibit P-10 p.2, Advance Procurement Requirements Analysis (Page 2 - Budget Justification)	Date: February 2005
Appropriation (Treasury) Code/CC/BA/BSA/Item Control Number **Aircraft Procurement, Air Force, Budget Activity 05, Modification of Inservice Aircraft, Item No. 29**	P-1 Line Item Nomenclature **C-5 RERP Advance Procurement**

Weapon System

C5RERP_AP

(TOA, $ in Millions)

Description	PLT	QPA	Unit Cost	2004 QTY	2004 Contract Forecast Date	2004 Total Cost Request	2005 QTY	2005 Contract Forecast Date	2005 Total Cost Request	2006 QTY	2006 Contract Forecast Date	2006 Total Cost Request	2007 QTY	2007 Contract Forecast Date	2007 Total Cost Request
End Item										1	Dec-05	20.001	3	Dec-06	66.700
CFE												20.001			66.700
GFE															
EOQ															
Design															
Term Liability															
TOTAL AP						0.000			0.000			20.001			66.700

Description

The FY06-FY11 budget reflects the planned advance procurement (AP) of components to support the C-5 RERP modification effort. The budget fully funds each years modification effort. The AP procurement quantity profile for FY06 - FY11 is 1-3-5-7-9-12 to support the modification kit procurement profile for FY07 - FY11of 1-3-5-7-9. The AP funds will be used to procure long-lead components.

Description/Justification

This modification integrates the C-5 simulators into the Distributed Mission Training (DMT) system. It supports the OSD initiatives to move as much training into the simulators as possible.

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

Development Status

TBD

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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		3.001										
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		3.001										
(Totals may not add due to rounding)												

Fact Sheet: C-5 MN-8097 SIM UPGRADE (Continued)
(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										3.001
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										3.001

Method of Implementation:

Initial Lead Time: 12 Months Follow-On Lead Time: 0 Months

Milestones

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

Description/Justification

(NOTE: Funds transferred to MN-Z89731 for AQXR tracking purposes)
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-04		FY-05		FY-06		FY-07		FY-08	
	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	1.306			[1]	0.748	[1]	1.777				
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		1.306				0.748		1.777				

Fact Sheet: C-5 MN-8662 AETC MTD UPGRADES-FIELD TRAINING DETACHMENTS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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]	3.831
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										3.831

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

This modification replaces the DC emergency generator and the aircraft batteries. It installs a hydraulic motor generator, generator control unit, regulated transformer rectifier unit, battery charging system, single battery, and modifies the flight engineers DC control panel. This program was a result of an engineering study to ascertain the power requirements of the C-5. Identified a DC power shortfall of 15 amps growing to potentially 25 amps under the Aircraft Modernization Program (AMP).

Aircraft Breakdown: Active 67, Reserve 32, ANG 13, Total 112

Development Status

N/A-3600 funds. Proof of concept will be funded using 3400 and 583 funds.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	10	0.600	[102]	2.490								
KITS NONRECUR		0.250										
EQUIPMENT	10	0.806	102	6.840								
EQUIP NONREC												
CHANGE ORDERS				0.139								
DATA		1.350				1.000						
SIM/TRAINER		0.400	[3]	0.450	[7]	0.500						
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-03 10 KITS			[2]	1.800	[8]	1.000						
FY-04 102 KITS					[22]	6.454	[44]		[36]			
TOTAL INSTALL			2	1.800	30	7.454	44		36			
TOTAL COST (BP-1100) (Totals may not add due to rounding)	10	3.406	102	11.719		8.954						
INSTALLATION QTY			2		30		44		36			

Fact Sheet: C-5 MN-8719 EMERGENCY DC POWER GENERATOR (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[112]	3.090
KITS NONRECUR										0.250
EQUIPMENT									112	7.646
EQUIP NONREC										
CHANGE ORDERS										0.139
DATA										2.350
SIM/TRAINER									[10]	1.350
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-03 10 KITS									[10]	2.800
FY-04 102 KITS									[102]	6.454
TOTAL INSTALL									112	9.254
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									112	24.079
INSTALLATION QTY									112	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 10 Months Follow-On Lead Time: 7 Months

Milestones

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

Installation Schedule

	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
Input										2			3	6	10	11	11	11	11	11	11	10	10	5
Output										2			3	6	10	11	11	11	11	11	11	10	10	5

Description/Justification

MADARS Multi-Function Display Controller Recorder w/Printer. MADARS DU, CU & MDR unsupportable due to parts obsolence. Sustainment initiative replaces/integrates the DU, CU & MDR with a ruggedized laptop. Acft: C5A/B/C.

Aircraft Breakdown: Active 67, Reserve 32, ANG 13, Total 112

Development Status

TBD

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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	15	1.035										
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	112	8.843										

Fact Sheet: C-5 MN-8763 MADARS III (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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									[15]	1.035
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									112	8.843

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months Follow-On Lead Time: 0 Months

Milestones

	FY-01	FY-02	FY-03
Contract Date (Month/CY)			03/03
Delivery Date (Month/CY)			09/03

Description/Justification

This modification improves the defensive capabilities of the C-5 aircraft that have electronic warfare defensive systems installed.

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

Development Status

No development required

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			51	2.400								
EQUIP NONREC												
CHANGE ORDERS			[1]	0.200								
DATA			[1]	0.200								
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)			51	2.800								
(Totals may not add due to rounding)												

Fact Sheet: C-5 MN-8789 AN/AAR-47 MISSILE WARNING SYSTEM SMART CABLE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									51	2.400
EQUIP NONREC										
CHANGE ORDERS									[1]	0.200
DATA									[1]	0.200
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									51	2.800
(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-03	FY-04	FY-05
Contract Date (Month/CY)			01/05
Delivery Date (Month/CY)			01/05

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-9				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$0.945	$5.909	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	0.1									19.9
	99999X	LOW COST MODIFICATIO	0.8									6.3
	Z88888	REPROGRAMMINGS	0.0	5.9								
TOTAL FOR CLASS P			0.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.3
TOTAL FOR WEAPON SYSTEM C-9			0.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 32	PAGE NO. 1	

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-17				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$80.407	$87.786	$260.826	$395.261	$499.540	$501.419	$390.683	$381.588

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 mods in FY06 are the Large Aircraft Infrared Counter Measures (LAIRCM) and Extended Range Retrofit. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	_1058	Mission Computer Replacem					0.6	7.3	13.6	15.2	47.5	84.3
	_1809	High Altitude Low Opening (								1.9	7.4	9.3
	_2109	Hydraulic Isolation Valves					13.0	1.4	3.7	3.7	11.9	33.7
	_2394	Demand Assigned Multiple A						10.9	2.7	6.0	25.2	44.8
	_2746	On Board Loose Equipment					11.9	6.7	8.4	8.5	15.0	50.5
	_3056	Formation Flying System			0.7	8.6	12.0	12.3	12.6	8.9	2.1	57.1
	_5753	Pollution Prevention (HAZM			0.4	0.9	0.9					2.2
	_7284	Floatation Emergency Deplo								2.8	29.3	32.1
	_7655	LOX Bottle Protection			7.0							7.0
	_780	Improved Omni-Directional R								33.0	35.4	68.4
	_8608	COVERT LIGHTING			11.2	17.0	27.3	32.8	33.4	11.8	0.3	133.8
	0399	AIRLIFT DEFENSIVE SYST	0.3	1.7	4.1	0.9	0.1					10.7
	4660	OPEN SYSTEMS COMMUN			39.5	52.3	50.8	36.1	6.4			185.0
	5029	AERIAL DELIVERY SYSTE	1.8	0.5								5.0
	6026	400 POUND PARATROOPE	0.8	0.6	0.8	0.8	7.6	0.5				21.2
	6401	GATM - AUTOMATICE DEP					13.9	2.0	5.2	5.3	17.0	43.3
	6402	OBIGGS II			28.8	16.1	25.6	26.8	26.9	27.1	41.2	192.4
	6406	MOBILITY 2000 (M2K)			2.1	2.9	2.9	1.4				9.3
	6407	GATM-VHF DATA LINK (MO							1.0	3.4	36.6	41.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 33	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-17				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$80.407	$87.786	$260.826	$395.261	$499.540	$501.419	$390.683	$381.588

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 mods in FY06 are the Large Aircraft Infrared Counter Measures (LAIRCM) and Extended Range Retrofit. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
	6409	AERIAL DELIVERY SYSTE					14.0	6.6	8.6	8.8	18.8	56.8
	6410	SELF-SUFFICIENCY							99.7	120.4	469.0	689.2
	6411	ARMY COMMUNCIATION R			10.7	14.5	13.1	3.3				41.6
	6412	EXTENDED RANGE RETR		40.0	43.1	33.6	61.3	63.7	63.0	62.5	161.0	528.0
	6414	GATM - RNP IMPROVEME			1.3	24.8	38.7	39.7	40.7	29.8	8.2	183.1
	6415	CREW ARMOR PLATING P					10.0	16.8	17.2	17.5	12.2	73.8
	6422	OBSOLESCENCE - WEATH			10.7	13.2	13.6	14.0	7.9	1.1		60.5
	8629	LARGE AIRCRAFT INFRAR	64.9	38.3	84.5	195.5	166.6	203.3	31.2	11.0		877.9
	9714	STATION KEEPING FOLLO	2.6	0.2	0.9							22.0
	9722	SLAT TRACK DOOR BRAC	0.3									2.1
	9723	FIXED LEADING EDGE FO	3.2									7.3
	9735	STABILIZER STRUTS PHA			8.3	13.5	13.7	14.0	6.7	0.8		57.0
	99999X	LOW COST MODIFICATIO		0.0	1.2	0.7	2.0	2.0	2.0	2.0		9.9
	TAWS	TERRAIN AWARENESS &	6.4	0.8	5.7							40.8
	Z88888	REPROGRAMMINGS	0.1	5.8								
TOTAL FOR CLASS P			80.4	87.8	260.8	395.3	499.5	501.4	390.7	381.6	938.2	3,681.1
TOTAL FOR WEAPON SYSTEM C-17			80.4	87.8	260.8	395.3	499.5	501.4	390.7	381.6	938.2	3,681.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 33	PAGE NO. 2	

Description/Justification

Provide C-17 LOX Bottles and converters with protection from a lower hemisphere operational threat of a 12.7mm Armor Piercing Incendiary (API). C-17s are currently equipped with temporary mission kits, for protection of crew area against 7.62mm threat. LOX bottles and converter are currently unprotected.

Updated approach: This retrofit assumes an alternate approach for protection. Development is still underway for effort with live fire testing occurring in FY05. This update assumes a protective bag for the LOX Bottle vs an armor plating to the aircraft.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/FS-118

Aircraft Breakdown: Active 144, Reserve , ANG 8, Total 152

Development Status

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							152	3.700				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 152 KITS							[152]	3.253				
TOTAL INSTALL							152	3.253				
TOTAL COST (BP-1100) (Totals may not add due to rounding)							152	6.953				
INSTALLATION QTY							114					

Fact Sheet: C-17 MN-_7655 LOX Bottle Protection (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									152	3.700
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06 152 KITS									[152]	3.253
TOTAL INSTALL									152	3.253
TOTAL COST (BP-1100)									152	6.953
(Totals may not add due to rounding)										
INSTALLATION QTY									152	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 2 Months Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	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
Input														38	38	38	38			
Output														38	38	38	38			

Description/Justification

This project will provide the C-17 with covert Night Vision Goggle (NVG) capabilities for the cockpit, rear cargo area, and all external lighting systems. Current NVG capabilities are limited and increase aircraft vulnerability. Cockpit lighting is NVIS compatible and meets aircrew and customer requirements. However, none of the exterior lights are NVIS compatible or covert. Lighting in the cargo area is taped over prior to missions requiring covert operations. Exterior lighting must have the capability to select most of the cargo compartment and either an NVIS-compatible, FAA-compliant mode or a SOLL II covert lighting mode.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/FS-095

Aircraft Breakdown: Active 144, Reserve 0, ANG 8, Total 152

Development Status

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							20	11.200	20	11.424	37	21.557
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 20 KITS									[20]	5.600		
FY-07 20 KITS											[20]	5.712
FY-08 37 KITS												
FY-09 37 KITS												
FY-10 37 KITS												
FY-11 1 KITS												
TOTAL INSTALL									20	5.600	20	5.712
TOTAL COST (BP-1100) (Totals may not add due to rounding)							20	11.200	20	17.024	37	27.269
INSTALLATION QTY									15		20	

Fact Sheet: C-17 MN-_8608 COVERT LIGHTING (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	37	21.988	37	22.427	1	0.618			152	89.214
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06 20 KITS									[20]	5.600
FY-07 20 KITS									[20]	5.712
FY-08 37 KITS	[37]	10.778							[37]	10.778
FY-09 37 KITS			[37]	10.993					[37]	10.993
FY-10 37 KITS					[37]	11.212			[37]	11.212
FY-11 1 KITS							[1]	0.309	[1]	0.309
TOTAL INSTALL	37	10.778	37	10.993	37	11.212	1	0.309	152	44.604
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	37	32.766	37	33.420	1	11.830		0.309	152	133.818
INSTALLATION QTY	33		37		37		10		152	

Method of Implementation: CONTRACTOR FACILITY

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	01/08	01/09	01/10	01/11
Delivery Date (Month/CY)				01/07	01/08	01/09	01/10	01/11	01/12

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																	5	5	5	5	5	5	5	5	10	9	9	9	10	9	9	
Output																		5	5	5	5	5	5	5	5	10	9	9	9	10	9	

	FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4
Input	9	10	9	9	9	1		
Output	9	9	10	9	9	9	1	

Description/Justification

This modification upgrades the countermeasures package-missile warning system, flare dispenser, and missile diverting flares.

Spares cost are for retrofit of 2 repeaters per aircraft being modified. The FY 03 Kit installation on P-94 was performed during LAIRCM testing; cost was incurred by LAIRCM test effort.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan Id#: AV/AFC-025B

Aircraft Breakdown: Active 112, Reserve 0, ANG 0, Total 112

Development Status

Complete 09/00.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	56	3.517					51	3.643	5	0.450		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES						0.222		0.210		0.250		0.030
RETROFIT						1.090						
INSTALLATION OF HARDWARE												
FY-01 32 KITS	1		[1]	0.350	[30]	0.292						
FY-02 9 KITS					[5]	0.049	[4]	0.031				
FY-03 15 KITS							[15]	0.116				
FY-06 51 KITS							[16]	0.124	[35]	0.230		
FY-07 5 KITS											[5]	0.119
TOTAL INSTALL	1		1	0.350	35	0.341	35	0.271	35	0.230	5	0.119
TOTAL COST (BP-1100) (Totals may not add due to rounding)	56	3.517		0.350		1.653	51	4.123	5	0.930		0.149
INSTALLATION QTY	1		1		27		35		35		13	

Fact Sheet: C-17 MN-0399 AIRLIFT DEFENSIVE SYSTEMS-COUNTERMEASURES (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									112	7.610
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES										0.712
RETROFIT										1.090
INSTALLATION OF HARDWARE										
FY-01 32 KITS									[32]	0.642
FY-02 9 KITS									[9]	0.080
FY-03 15 KITS									[15]	0.116
FY-06 51 KITS									[51]	0.354
FY-07 5 KITS									[5]	0.119
TOTAL INSTALL									112	1.311
TOTAL COST (BP-1100) (Totals may not add due to rounding)									112	10.723
INSTALLATION QTY									112	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

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

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				9	9	9	8	9	9	9	8	9	9	9
Output															1				1				9	9	9	8	9	9	9	8	9	9

	FY-08			
Quarter	1	2	3	4
Input	8	5		
Output	9	8	5	

Description/Justification

This is an effort to update the design of the C-17 communications systems to add growth capacity through an open systems architecture approach. The current Communications Control Unit (CCU), Intercom Systems Panel (ICS), and Comm/Nav Controller (CNC) can no longer support additional requirements. This open systems redesign will enable rapid implementation of future changes and reduce avionics obsolescence. COSA will also provide secure communication capability at all crew stations.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan Id#: AV/AFC-027

Aircraft Breakdown: Active 114, Reserve 0, ANG 6, Total 120

Development Status

Design complete 02/00.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							33	38.465	33	39.148	33	39.852
KITS NONRECUR								1.000				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 33 KITS									[33]	13.200		
FY-07 33 KITS											[33]	10.911
FY-08 33 KITS												
FY-09 21 KITS												
TOTAL INSTALL									33	13.200	33	10.911
TOTAL COST (BP-1100) (Totals may not add due to rounding)							33	39.465	33	52.348	33	50.763
INSTALLATION QTY									25		33	

Fact Sheet: C-17 MN-4660 OPEN SYSTEMS COMMUNICATION CONTROL UNIT (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	21	25.817							120	143.282
KITS NONRECUR										1.000
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06 33 KITS									[33]	13.200
FY-07 33 KITS									[33]	10.911
FY-08 33 KITS	[33]	10.262							[33]	10.262
FY-09 21 KITS			[21]	6.363					[21]	6.363
TOTAL INSTALL	33	10.262	21	6.363					120	40.736
TOTAL COST (BP-1100) (Totals may not add due to rounding)	21	36.079		6.363					120	185.018
INSTALLATION QTY	33		29						120	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months Follow-On Lead Time: 12 Months

Milestones

	FY-03	FY-04	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)				07/07	01/08	01/09	01/10

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																	9	8	8	8	9	8	8	8	9	8	8	8	9	8	4	
Output																		9	8	8	8	9	8	8	8	9	8	8	8	9	8	

	FY-11			
Quarter	1	2	3	4
Input				
Output	4			

Description/Justification

This modification will improve the overall success of airdrop operations. Changes will be made to the Cargo Door Ditching Lock, Aerial Delivery System Position Sensor, Cargo Ramp Vent/Lock, and ADS Link Sensor. The ADS Gang Back-Up Switch will be modified as an indirect recommendation of the P-13 incident investigation. Previously part of MN-6203.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/FS-001

Aircraft Breakdown: Active 85, Reserve 0, ANG 0, Total 85

Development Status

Design complete 8/00.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	75	0.977	10	0.138								
KITS NONRECUR		0.272										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-01 9 KITS	9	0.586										
FY-02 33 KITS	17	0.959	[16]	0.757								
FY-03 33 KITS			[33]	0.859	[16]	0.294						
FY-04 10 KITS					[10]	0.185						
TOTAL INSTALL	26	1.545	49	1.616	26	0.479						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	75	2.794	10	1.754		0.479						
INSTALLATION QTY	19		44		22							

Fact Sheet: C-17 MN-5029 AERIAL DELIVERY SYSTEM IMPROVEMENTS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									85	1.115
KITS NONRECUR										0.272
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-01 9 KITS									[9]	0.586
FY-02 33 KITS									[33]	1.716
FY-03 33 KITS									[49]	1.153
FY-04 10 KITS									[10]	0.185
TOTAL INSTALL									101	3.640
TOTAL COST (BP-1100) (Totals may not add due to rounding)									85	5.027
INSTALLATION QTY									85	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

	FY-00	FY-01	FY-02	FY-03	FY-04
Contract Date (Month/CY)		01/01	12/01	01/03	01/04
Delivery Date (Month/CY)		01/02	12/02	01/04	01/05

Installation Schedule

	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
Input												1		6	6	6	7	13	12	12	12	7	3	
Output													1		6	6	6	7	13	12	12	12	7	3

Description/Justification

This enhancement project will increase the C-17 Aeromedical litter stanchion height and revise related support structure to accommodate a 21 inch vertical separation between litter patients in a three tier configuration. The contract for this mod was restructured so it could be done in conjunction with MN 8332 Sidewall Liner/ Oxygen Box Relocation. These costs are based on a contractor proposal for installing both mods simultaneously to minimize installation costs. The individual costs for this mod are apportioned from the proposal.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan Id#: AV/FS-003

Aircraft Breakdown: Active 40, Reserve 0, ANG 0, Total 40

Development Status

Design complete.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	40	13.920										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-98 14 KITS	14	2.608										
FY-99 11 KITS	11	2.418										
FY-00 10 KITS	10	2.572										
FY-01 5 KITS	5	1.116										
TOTAL INSTALL	40	8.714										
TOTAL COST (BP-1100) (Totals may not add due to rounding)	40	22.634										
INSTALLATION QTY	40											

Fact Sheet: C-17 MN-6008 AEROMED LITTER STANCHION REDESIGN (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									40	13.920
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-98 14 KITS									[14]	2.608
FY-99 11 KITS									[11]	2.418
FY-00 10 KITS									[10]	2.572
FY-01 5 KITS									[5]	1.116
TOTAL INSTALL									40	8.714
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									40	22.634
INSTALLATION QTY									40	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)		12/98	12/98	03/00	12/00
Delivery Date (Month/CY)		06/00	06/00	09/01	06/02

Installation Schedule

	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
Input															5	5	5			10	5	5			5			
Output																5	5	5			10	5	5			5		

Description/Justification

Updated Approach:
This retrofit is now only for Extended Range configured aircraft (P71- P137). P1 - P70 will receive OBIGGS II in conjunction with the Extended Range Retrofit in MN-6412.

This redesign will significantly increase system effectiveness, utility, and maintainability, and reduce system Life Cycle Costs (LCC) by nearly $400M.

The new system will be 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 MTBMS.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/FS-038

Aircraft Breakdown: Active 59, Reserve 0, ANG 8, Total 67

Development Status

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	1.755	8	14.291	11	20.003
KITS NONRECUR								20.000				
EQUIPMENT								7.000				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

Fact Sheet: C-17 MN-6402 OBIGGS II (Continued)

Projected Financial Plan Continued

		PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-06	1 KITS									[1]	1.780		
FY-07	8 KITS											[8]	5.572
FY-08	11 KITS												
FY-09	11 KITS												
FY-10	11 KITS												
FY-11	11 KITS												
FY-12	11 KITS												
FY-13	3 KITS												
TOTAL INSTALL										1	1.780	8	5.572
TOTAL COST (BP-1100) (Totals may not add due to rounding)								1	28.755	8	16.071	11	25.575
INSTALLATION QTY										1		6	

Fact Sheet: C-17 MN-6402 OBIGGS II (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	11	20.363	11	20.730	11	21.103	14	27.447	67	125.692
KITS NONRECUR										20.000
EQUIPMENT										7.000
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06 1 KITS									[1]	1.780
FY-07 8 KITS									[8]	5.572
FY-08 11 KITS	[11]	6.446							[11]	6.446
FY-09 11 KITS			[11]	6.122					[11]	6.122
FY-10 11 KITS					[11]	6.021			[11]	6.021
FY-11 11 KITS							[11]	6.013	[11]	6.013
FY-12 11 KITS							[11]	6.056	[11]	6.056
FY-13 3 KITS							[3]	1.680	[3]	1.680
TOTAL INSTALL	11	6.446	11	6.122	11	6.021	25	13.749	67	39.690
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	11	26.809	11	26.852	11	27.124	14	41.196	67	192.382
INSTALLATION QTY	11		11		11		27		67	

Method of Implementation: CONTRACTOR FACILITY

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

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	2	2	3	3	3	2	3	3	3	
Output																		1				2	2	2	2	3	3	3	2	3	3	

	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
Input	2	3	3	3	2	3	3	3	2	3	3	3	2	2	1	
Output	3	2	3	3	3	2	3	3	3	2	3	3	3	2	2	1

Description/Justification

Provides an Aircraft Communications Addressing and Reporting System (ACARS) capability for data link communications between the aircraft and the Tanker Airlift Control Center (TACC). Upgrades the C-17 Mission Computer and Aircrew Data Transfer Device (ADTD) software to provide AMC Airline Operational Control (AOC). In addition, the Universal Aerial Refueling Receptacle Slipway Installation (UARRSI) actuation system is being redesigned to accommodate and install a wide-carriage printer in the cockpit.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/AFC-033

Aircraft Breakdown: Active 97, Reserve 0, ANG 0, Total 97

Development Status

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							33	1.382	33	1.438	31	1.404
KITS NONRECUR								0.738				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
INSTALLATION OF HARDWARE												
FY-06 33 KITS									[33]	1.437		
FY-07 33 KITS											[33]	1.469
FY-08 31 KITS												
TOTAL INSTALL									33	1.437	33	1.469
TOTAL COST (BP-1100) (Totals may not add due to rounding)							33	2.120	33	2.875	31	2.873
INSTALLATION QTY									25		33	

Fact Sheet: C-17 MN-6406 MOBILITY 2000 (M2K) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									97	4.224
KITS NONRECUR										0.738
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
INSTALLATION OF HARDWARE										
FY-06 33 KITS									[33]	1.437
FY-07 33 KITS									[33]	1.469
FY-08 31 KITS	[31]	1.436							[31]	1.436
TOTAL INSTALL	31	1.436							97	4.342
TOTAL COST (BP-1100) (Totals may not add due to rounding)		1.436							97	9.304
INSTALLATION QTY	32								97	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

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

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																		9	8	8	8	9	8	8	8	8	8	8	7			
Output																			9	8	8	8	9	8	8	8	8	8	8	7		

Description/Justification

The Army Airborne Corps concept for C2 is the secure enroute communications package (SECOMP-I). The present Army communications interface panel in the cargo compartment does not adequately support the Army SECOMP-I (future communications package) and requires loose cabling be installed each flight to move the communication package out of the way of paratroopers. The requirement is to add two Army multi-band VHF/UHF antennas, add 2 additional SATCOM (1 existing Army SATCOM antenna) antenna and move the Army communication panel (power, antenna connections and rack mount) to the front of the cargo compartment.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/AFC-026

Aircraft Breakdown: Active 105, Reserve 0, ANG 0, Total 105

Development Status

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							37	10.700	37	10.889	31	9.289
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 37 KITS									[37]	3.646		
FY-07 37 KITS											[37]	3.801
FY-08 31 KITS												
TOTAL INSTALL									37	3.646	37	3.801
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							37	10.700	37	14.535	31	13.090
INSTALLATION QTY									27		37	

Fact Sheet: C-17 MN-6411 ARMY COMMUNCIATION REQUIREMENTS (SECOMP-1) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									105	30.878
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06 37 KITS									[37]	3.646
FY-07 37 KITS									[37]	3.801
FY-08 31 KITS	[31]	3.312							[31]	3.312
TOTAL INSTALL	31	3.312							105	10.759
TOTAL COST (BP-1100) (Totals may not add due to rounding)		3.312							105	41.637
INSTALLATION QTY	37								105	

Method of Implementation: CONTRACTOR FACILITY

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
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-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																	9	9	9	10	9	9	9	10	9	9	9	4				
Output																		9	9	9	10	9	9	9	10	9	9	9	4			

Models of Aircraft Affected: Center: PE Team

Description/Justification

Updated Approach:
This program combines two retrofits into one combined effort in an attempt to minimize cost and schedule (previous submission was for ER only). This is achieved programmatically by opening the wing sections once and accomplishing both efforts. In order to have the Extended Range Fuel Containment System (ERFCS) retrofit in a position for FY06 kit proofing (simultaneous with OBIGGS II), the up front installation design effort must be accomplished in FY05. Accomplishment any later would prohibit simultaneous execution of the two retrofit efforts. The FY05 non-recurring engineering (NRE) will be used for development and release of difference engineering drawings, tooling design effort, time critical technical orders (TCTO) for Block VII aircraft, and the acquisition of one each ERFCS and OBIGGS II Kitproof kit. The FY06 effort includes the installation of the 2 kits, the delta TCTOs for the remaining 6 block configurations and the acquisition of tooling and special test equipment.

The 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.

OBIGGS II is currently funded for retrofit actions in FY06 with the development of the engineering drawings (non-recurring activities) already in work under the C-17 Producibility Enhancement/Performance Improvement delivery order contract (PTP-0111).

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/FS-029b and AV/FS-038

Aircraft Breakdown: Active 70, Reserve 0, ANG 0, Total 70

Development Status

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					1	3.757			8	33.594	10	37.744
KITS NONRECUR						36.243		38.979				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

Fact Sheet: C-17 MN-6412 EXTENDED RANGE RETROFIT (Continued)

Projected Financial Plan Continued

		PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-05	1 KITS							[1]	4.078				
FY-07	8 KITS											[8]	23.524
FY-08	10 KITS												
FY-09	10 KITS												
FY-10	10 KITS												
FY-11	10 KITS												
FY-12	10 KITS												
FY-13	10 KITS												
FY-14	1 KITS												
TOTAL INSTALL								1	4.078			8	23.524
TOTAL COST (BP-1100) (Totals may not add due to rounding)						1	40.000		43.057	8	33.594	10	61.268
INSTALLATION QTY								1				6	

Fact Sheet: C-17 MN-6412 EXTENDED RANGE RETROFIT (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	10	41.187	10	40.968	10	35.597	21	76.630	70	269.477
KITS NONRECUR										75.222
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-05 1 KITS									[1]	4.078
FY-07 8 KITS									[8]	23.524
FY-08 10 KITS	[10]	22.484							[10]	22.484
FY-09 10 KITS			[10]	21.989					[10]	21.989
FY-10 10 KITS					[10]	26.865			[10]	26.865
FY-11 10 KITS							[10]	26.841	[10]	26.841
FY-12 10 KITS							[10]	29.032	[10]	29.032
FY-13 10 KITS							[10]	26.212	[10]	26.212
FY-14 1 KITS							[1]	2.241	[1]	2.241
TOTAL INSTALL	10	22.484	10	21.989	10	26.865	31	84.326	70	183.266
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	10	63.671	10	62.957	10	62.462	21	160.956	70	527.965
INSTALLATION QTY	10		10		10		33		70	

Method of Implementation: CONTRACTOR FACILITY

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	FY-12	FY-13	FY-14
Contract Date (Month/CY)			02/05	01/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14
Delivery Date (Month/CY)			02/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15

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									3	3	2	3	3	2	2	3	3	2
Output															1										3	3	2	3	3	2	2	3

	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	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	3			
Output	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	3	

Description/Justification

The current civil requirements for air traffic control are evolving to force a more data intensive procedure versus the direct controller to pilot voice interface we have today. The GATM Initiatives project provides the initial capability for flying in controlled airspace under these evolving requirements. This project provides the additional capability to maintain precise control of navigation accuracy to within one (1) nautical mile of the aircraft's planned position while enroute and less than one (1) nautical mile if in the terminal area. Additional hardware and software will be added to the C-17 to provide the additional capability. A back-up datalink capability to the satellite-dependant primary capability will also be installed as part of this retrofit program. This new datalink capability will utilize the HF radio system and provide AMC this capability when flight operations are conducted at or near the polar regions, where satellite coverage is lacking.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan ID#: AV/AFC-015

Aircraft Breakdown: Active 144, Reserve 0, ANG 8, Total 152

Development Status

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	0.513	33	17.242	33	17.553
KITS NONRECUR								0.500				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES								0.071		2.371		2.414
GFE								0.193		4.787		6.582

Fact Sheet: C-17 MN-6414 GATM - RNP IMPROVEMENTS (Continued)

Projected Financial Plan Continued

		PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-06	1 KITS									[1]	0.354		
FY-07	33 KITS											[33]	12.164
FY-08	33 KITS												
FY-09	33 KITS												
FY-10	33 KITS												
FY-11	19 KITS												
TOTAL INSTALL										1	0.354	33	12.164
TOTAL COST (BP-1100) (Totals may not add due to rounding)								1	1.277	33	24.754	33	38.713
INSTALLATION QTY										1		25	

Fact Sheet: C-17 MN-6414 GATM - RNP IMPROVEMENTS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	33	17.869	33	18.190	19	10.662			152	82.029
KITS NONRECUR										0.500
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES		2.457		2.501		1.466				11.280
GFE		6.701		6.822		3.998				29.083
INSTALLATION OF HARDWARE										
FY-06 1 KITS									[1]	0.354
FY-07 33 KITS									[33]	12.164
FY-08 33 KITS	[33]	12.650							[33]	12.650
FY-09 33 KITS			[33]	13.156					[33]	13.156
FY-10 33 KITS					[33]	13.682			[33]	13.682
FY-11 19 KITS							[19]	8.193	[19]	8.193
TOTAL INSTALL	33	12.650	33	13.156	33	13.682	19	8.193	152	60.199
TOTAL COST (BP-1100) (Totals may not add due to rounding)	33	39.677	33	40.669	19	29.808		8.193	152	183.091
INSTALLATION QTY	33		33		33		27		152	

Method of Implementation: CONTRACTOR FACILITY

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

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				9	8	8	8	9	8	8	8	9	8	8	8
Output																			1			9	8	8	8	9	8	8	8	9	8	8

	FY-11				FY-12				FY-13			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input	8	9	8	8	8	9	8	2				
Output	8	8	9	8	8	8	9	8	2			

Description/Justification

The existing weather radar in the C-17, AN/APS-133, is experiencing diminishing manufacturing resources. As a result, any C-17 produced beyond P-137 will require a new weather radar. To replace the AN/APS-133, a current generation Commercial-Off-The-Shelf (COTS) weather radar is undergoing production engineering development for integration into the C-17 beginning with P-138 and will be retrofitted into P-1 through P-137. The new weather radar, the Honeywell RDR-4000(M), will be fielded with inherent new capabilities that are standard in the commercial market to include a predictive windshear indication that will partially meet a long-standing AMC requirement for an integrated predictive windshear warning system.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/AFC-020

Aircraft Breakdown: Active 129, Reserve 0, ANG 8, Total 137

Development Status

Producibility Enhancement On-going

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							33	6.996	33	6.996	33	7.196
KITS NONRECUR								3.700				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 33 KITS									[33]	6.204		
FY-07 33 KITS											[33]	6.404
FY-08 33 KITS												
FY-09 33 KITS												
FY-10 5 KITS												
TOTAL INSTALL									33	6.204	33	6.404
TOTAL COST (BP-1100) (Totals may not add due to rounding)							33	10.696	33	13.200	33	13.600
INSTALLATION QTY									24		33	

Fact Sheet: C-17 MN-6422 OBSOLESCENCE - WEATHER RADAR REPLACEMENT (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	33	7.416	5	1.155					137	29.759
KITS NONRECUR										3.700
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06 33 KITS									[33]	6.204
FY-07 33 KITS									[33]	6.404
FY-08 33 KITS	[33]	6.576							[33]	6.576
FY-09 33 KITS			[33]	6.762					[33]	6.762
FY-10 5 KITS					[5]	1.053			[5]	1.053
TOTAL INSTALL	33	6.576	33	6.762	5	1.053			137	26.999
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	33	13.992	5	7.917		1.053			137	60.458
INSTALLATION QTY	33		33		14				137	

Method of Implementation: CONTRACTOR FACILITY

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	01/08	01/09	01/10	01/11
Delivery Date (Month/CY)				01/07	01/08	01/09	01/10	01/11	01/12

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																	8	8	8	9	8	8	8	9	8	8	8	9	8	8	8	
Output																		8	8	8	9	8	8	8	9	8	8	8	9	8	8	

	FY-11			
Quarter	1	2	3	4
Input	9	5		
Output	8	9	5	

Description/Justification

The Large Aircraft Infrared Countermeasures (LAIRCM) system provides a significantly improved defensive capability for the AF's large aircraft to counter the IR Man-Portable Air-Defense Systems (MANPADS) threat.

The current LAIRCM system [AN/AAQ-24(V)13] consists of ultra-violet (UV) missile warning sensors, a missile tracking system, small laser turret assemblies (SLTA) and processors to detect, track and counter incoming IR missiles. This system is fully automatic following power up. FY01 was the first year for LAIRCM RDT&E funding (PE 41130F). The Multi-Command Operational Requirements Document (LAIRCM ORD 314-92) was validated in FY98.

The current plan will modify 145 AF aircraft (79 C-17, 32 C-130H, 26 C-5B, 8 C-130J). This fleet's sized to support two Small Scale Contingencies. Recent operations in Iraq and Afghanistan validate the AF's need to increase LAIRCM capability to 444 aircraft to support extended contingency operations.

Phase I LAIRCM installed on C-17s and C-130s will meet AMC's Nov 02 Urgent and Compelling Need for advanced IR countermeasures. Phase II LAIRCM develops the Next Generation Missile Warning System (NexGen MWS) and a smaller mini-turret assembly. Development of the NexGen MWS began in Jun 04 with planned production and incorporation into LAIRCM in FY07. Mini-turret development began in FY03 with planned production and incorporation into LAIRCM in FY07. C-17s will be retrofitted with Phase II equipment when it becomes available in FY06/07. Development for the LAIRCM equipped C-5B starts in FY05 with production starting in FY07. Development for LAIRCM-equipped C-130J starts in FY07 with production starting in FY10.

PE 41134F is a PE established in FY02 to consolidate LAIRCM into one PE for RDT&E and installation. Funding reflected in the RDT&E line reflects the total of the various aircraft being modified with LAIRCM. Reference the LAIRCM R-Doc for a breakdown of the funding.

A total of 79 Active C-17s (including 2 RDT&E) will be modified with LAIRCM over the FYDP. The first 12 C-17s have been modified with a single tail SLTA to accelerate fielding of this advanced defensive system. This interim configuration is called LAIRCM Lite. The full-up LAIRCM configuration for the C-17 includes two additional forward-mounted SLTAs.

Aircraft Breakdown: Active 77, Reserve 0, ANG 0, Total 77

Development Status

The LAIRCM program Phase I contract was awarded on 28 Sep 01. The Boeing installation contract was awarded on 25 Jan 02.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	3	109.987		44.168	[1]	73.684		68.391		20.926	[1]	26.022
PROCUREMENT (3010)												
INSTALL KITS	10	11.690	18	15.700			4	4.000	10	10.000	16	16.000
KITS NONRECUR												
EQUIPMENT	8	47.610	[14]	37.424	[6]	9.758	[4]	29.352	[10]	118.970	[16]	75.625
EQUIP NONREC								11.790		1.761		1.839
CHANGE ORDERS		3.881				2.020		3.540		7.479		7.119
DATA		1.496		0.946				0.861		1.500		1.427
SIM/TRAINER	1	3.040										
SUPPORT-EQUIP		1.080		2.738		1.812		4.416		13.322		3.949
INITIAL SPARES				3.225				17.724		21.380		14.341

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
CONTRACTOR SUPPORT						3.610		7.190		17.670		22.870
RETROFIT		4.174										
RETROFIT KITS									[16]	3.410	[44]	9.510
INSTALLATION OF HARDWARE												
FY-03 10 KITS	8	9.764	[2]	4.846								
FY-04 18 KITS					[18]	21.069						
FY-06 4 KITS							[4]	5.590				
FY-07 10 KITS											[10]	13.870
FY-08 16 KITS												
FY-09 19 KITS												
TOTAL INSTALL	8	9.764	2	4.846	18	21.069	4	5.590			10	13.870
TOTAL COST (BP-1100) (Totals may not add due to rounding)	10	82.735	18	64.879		38.269	4	84.463	10	195.492	16	166.550
INSTALLATION QTY	8		2		12		10				10	

Fact Sheet: C-17 MN-8629 LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		25.782		5.864		6.839			[5]	381.663
PROCUREMENT (3010)										
INSTALL KITS	19	19.000							77	76.390
KITS NONRECUR										
EQUIPMENT	[19]	92.500							[77]	411.239
EQUIP NONREC										15.390
CHANGE ORDERS		8.059								32.098
DATA		8.808								15.038
SIM/TRAINER									[1]	3.040
SUPPORT-EQUIP		4.012								31.329
INITIAL SPARES		17.285				11.004				84.959
CONTRACTOR SUPPORT		31.750		3.590						86.680
RETROFIT										4.174
RETROFIT KITS			[8]	1.700					[68]	14.620
INSTALLATION OF HARDWARE										
FY-03 10 KITS									[10]	14.610
FY-04 18 KITS									[18]	21.069
FY-06 4 KITS									[4]	5.590
FY-07 10 KITS									[10]	13.870
FY-08 16 KITS	[16]	21.840							[16]	21.840
FY-09 19 KITS			[19]	25.940					[19]	25.940
TOTAL INSTALL	16	21.840	19	25.940					77	102.919
TOTAL COST (BP-1100) (Totals may not add due to rounding)	19	203.254		31.230		11.004			77	877.876
INSTALLATION QTY	16		19						77	

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

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										2	3	3	1	1				2	4	6	6	2	2						2	2	3	3
Output											2	4	2	1	1				2	4	6	6	2	2						2	2	3

	FY-09				FY-10				FY-11		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input	4	4	4	4	5	5	5	4				
Output	3	4	4	4	4	5	5	5	4			

Description/Justification

This mod is required by International Civil Aviation Organizations and the Federal Aviation Administration. The current aircraft configuration does not include the hardware and software to provide traffic alert and collision avoidance to the pilot, nor is it linked to ground air traffic control facilities. The aircraft does not have beyond line-of-sight communications (both voice and data) for interaction with international air traffic control. The existing APX-100 Identification Friend or Foe (IFF) utilizes a separate encryption device designated as a Kit 1C. The current APX-100 also does not have a Mode 'S' down link capability. The C-17 will be modified with the necessary hardware, software, wiring and installations to implement a C-17 Communication and Navigation upgrade which adds the following system capabilities and functionalities.

- Level II Traffic Alert and Collision Avoidance System (TCAS), including Change 7, with display information integrated into the current C-17 cockpit displays.
- APX-100 Mark V IFF with Mode 'S' Transponder, including Change 7, replacing current APX-100.
- Aero-I International Maritime Satellite (INMARSAT) System for Beyond Line-Of-sight (BLOS) voice and data communications.
- Communication Management Unit to route multiple data link devices to the appropriate radios.
- Aircraft Personality Module to provide aircraft-specific information, such as tail number, to various devices.
- Automatic Dependent Surveillance (ADS-A) functionality (software only) via INMARSAT Aero-I data link.
- Controller/Pilot Data Link Communication (CPDLC) via INMARSAT Aero-I data link.

This mod causes a longer than normal down time for the aircraft, so some of the aircraft inducted in each quarter of the year are not completed until the next quarter (see schedule).

Project Plan Id#: AV/AFC-007

Modification of Spares to Include:

- Aircraft Propulsion Data Management Computer: The APDMC software will be modified to cause datalink failures and uplink alerts to be displayed by selected cockpit displays.
- Communication Control Unit: The IRMS-CCU will be modified with an OFP software change to accomodate added message changes and some control changes.
- Flight Control Computer: The FCC software will be modified to provide autopilot disconnect upon receipt of appropriate warning information from the TCAS II LRU.
- HUD Monitor & Display:The HUD software will be modified to accomodate new display pages.
- Mission Computer Keyboard:The MCK software will be modified to pass additional data from the CIP to the CCU.
- Core Integrated Processor: The CIP will be modified internally by the addition of an ARINC 429 bus circuit card assembly (CCA) and extensive software changes to provide the CPDLC, ADS-A and data base functionality required by the GATM program. The software will also be modified to control the new ARINC 429 CCA.
- MFD-CRT: The MFD software will be modified to provide new display pages.
- Standard Flight Data Recorder: The SFDR software will be modified to enable the recording of selected TCAS data.
- WCCS: The WCC software will be modified to provide fault annunications for the IFF and TCAS. This mod is required by International Civil Aviation Organizations and the Federal Aviation Administration.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Aircraft Breakdown: Active 70, Reserve 0, ANG 0, Total 70

Development Status

Design completed Jul 99.

Projected Financial Plan

	PRIOR	FY-04	FY-05	FY-06	FY-07	FY-08

Fact Sheet: C-17 MN-9709 GATM PHASE II (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	70	13.284										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
GFE		18.280										
MOD OF SPARES												
INSTALLATION OF HARDWARE												
FY-00 15 KITS	15	4.107										
FY-01 33 KITS	33	5.997										
FY-02 22 KITS	22	4.023										
TOTAL INSTALL	70	14.127										
TOTAL COST (BP-1100) (Totals may not add due to rounding)	70	45.691										
INSTALLATION QTY	62											

Fact Sheet: C-17 MN-9709 GATM PHASE II (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									70	13.284
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
GFE										18.280
MOD OF SPARES										
INSTALLATION OF HARDWARE										
FY-00 15 KITS									[15]	4.107
FY-01 33 KITS									[33]	5.997
FY-02 22 KITS									[22]	4.023
TOTAL INSTALL									70	14.127
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									70	45.691
INSTALLATION QTY									70	

Method of Implementation: CONTRACT FIELD TEAM

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

Milestones

	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)		03/00	06/01	12/01
Delivery Date (Month/CY)		03/01	04/02	10/02

Installation Schedule

	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
Input													4	9	8	8	8	9	8	8	8			
Output														4	9	8	8	8	9	8	8	8		

Description/Justification

Updates the software to the aircraft Block 12 configuration. Will include PICRs for over 60 items including: Loose Platform Detection capability & CAWS update; obstacle clearance computations; SIDS clearence capability; SKE enhancements for Block 12; Air Refueling performance data; Engine out LRC speed; Max thrust in climb; MLS final approach capability to 5 Degrees/1000 FPM glidepath. Mod number changed from _HXCLN to 9710. This mod is baselined with GATM (MN-9709).

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan Id#: AV/AVI-005

Aircraft Breakdown: Active 70, Reserve 0, ANG 0, Total 70

Development Status

Development to complete 2/00.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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												
SOFTWARE	70	1.464										
MOD OF SPARES		2.031										
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100) (Totals may not add due to rounding)		3.495										
INSTALLATION QTY	70											

Fact Sheet: C-17 MN-9710 BLOCK 12 SOFTWARE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										
SOFTWARE									[70]	1.464
MOD OF SPARES										2.031
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										3.495
INSTALLATION QTY									70	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)		05/01	12/01	02/03
Delivery Date (Month/CY)		06/01	01/02	03/03

Installation Schedule

	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
Input							4			11	11	11		11	11	11
Output							4			11	11	11		11	11	11

Description/Justification

SFO pulse mode provides an interim Strategic Brigade Airdrop (SBA) capability with a drop-zone pass-time of 43 minutes. When combined with the TCAS overlay solution that is currently included in the SFO retrofit program, the SFO pulse mode allows formation-flight in IMC. Mod number changed from _MYUZC to 9714. Technical issues delayed the install of the FY02 kits; therefore, FY03 install funding will be obligated in Jan 2004.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan Id#: AV/AFC-016A

Aircraft Breakdown: Active 85, Reserve 0, ANG 0, Total 85

Development Status

Design to complete 3/00.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	67	9.641	18	2.557								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES		6.033										
INSTALLATION OF HARDWARE												
FY-01 1 KITS	1	0.037										
FY-02 33 KITS	33	2.572										
FY-03 33 KITS					[26]	0.209	[7]	0.270				
FY-04 18 KITS							[18]	0.680				
TOTAL INSTALL	34	2.609			26	0.209	25	0.950				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	67	18.283	18	2.557		0.209		0.950				
INSTALLATION QTY	1		24		29		25					

Fact Sheet: C-17 MN-9714 STATION KEEPING FOLLOW-ON (SBA) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									85	12.198
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										6.033
INSTALLATION OF HARDWARE										
FY-01 1 KITS									[1]	0.037
FY-02 33 KITS									[33]	2.572
FY-03 33 KITS									[33]	0.479
FY-04 18 KITS									[18]	0.680
TOTAL INSTALL									85	3.768
TOTAL COST (BP-1100) (Totals may not add due to rounding)									85	21.999
INSTALLATION QTY									85	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

	FY-00	FY-01	FY-02	FY-03	FY-04
Contract Date (Month/CY)		01/01	12/01	01/04	01/04
Delivery Date (Month/CY)		01/02	12/02	01/05	01/05

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		6	6	12	9	7	7	6	6	7	6	6	6			
Output																	1		6	6	12	9	7	7	6	6	7	6	6	6			

Description/Justification

High stress at the end attachment of the FLE Former causes prying of the backup washer, ultimately cracking the Former. Redesign of the normal Former, the canted Formers, and first stringers were performed to prevent cracking in future production aircraft. Modification of fielded aircraft is required before reaching 6000 flight hours. This modification consists of replacing cracked FLE Formers with new parts. During GRIP modifications, cracks were discovered in formers of the fixed leading edge portion of the wing. Six aircraft have been found with cracked formers, at an average of four cracked formers per aircraft. The formers are structural members designed to maintain the aerodynamic shape of the leading edge. A production fix for the formers was incorporated on P-58 and subsequent. This project funds the kits and labor required to retrofit P-1 through P-57. The primary program impacts of not funding this retrofit effort are increased maintenance costs and reduced aircraft availability. Significant repairs of the leading edge will be necessary to ensure structural integrity if widespread cracking of the formers is allowed to occur. These repairs will drive unscheduled maintenance and increased down-time for AMC. Additionally, a large number of safety of flight systems are routed through the leading edge and may be impacted by widespread former cracking. Mod number changed from _SXSHX to 9723.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan Id#: AV/FS-046

Aircraft Breakdown: Active 57, Reserve 0, ANG 0, Total 57

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	57	1.407										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

Fact Sheet: C-17 MN-9723 FIXED LEADING EDGE FORMER CRACKS (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-00 1 KITS	1	0.100										
FY-01 10 KITS	10	0.700										
FY-02 20 KITS	20	1.862										
FY-03 26 KITS			[26]	3.228								
TOTAL INSTALL	31	2.662	26	3.228								
TOTAL COST (BP-1100) (Totals may not add due to rounding)	57	4.069		3.228								
INSTALLATION QTY	26		26									

Fact Sheet: C-17 MN-9723 FIXED LEADING EDGE FORMER CRACKS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									57	1.407
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 1 KITS									[1]	0.100
FY-01 10 KITS									[10]	0.700
FY-02 20 KITS									[20]	1.862
FY-03 26 KITS									[26]	3.228
TOTAL INSTALL									57	5.890
TOTAL COST (BP-1100) (Totals may not add due to rounding)									57	7.297
INSTALLATION QTY									57	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)		01/00	06/01	12/01	12/02
Delivery Date (Month/CY)		10/00	03/02	09/02	09/03

Installation Schedule

	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
Input											1			3	3	2	2	5	5	5	5	7	7	7	5			
Output											1			3	3	2	2	5	5	5	5	7	7	7	5			

Description/Justification

Upgrade of F117 engines from DO1 configuration to DO3 configuration. This mod reduces dirt ingestion by 30% (lowering FOD and internal erosion), and extends time on wing (from 2,400 to 4,800+ cycles), and reduces unexpected shop visit rate. Each kit provides $0.25M annual O&S savings - total kit/install payback in 5 years. Mod number changed from _WOLUW to 9726.
FY01 & FY02 Installations will still occur as scheduled as outlined in Flexible Sustainment Contract; the vendor has agreed to install these kits at no cost.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan Id#: ENG-005

Aircraft Breakdown: Active 100, Reserve 0, ANG 0, Total 100

Development Status

Commercial development is complete, no unique USAF requirement.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	100	105.552										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-99 18 KITS	18	4.368										
FY-00 25 KITS	25											
FY-01 33 KITS	33											
FY-02 24 KITS	24	2.112										
TOTAL INSTALL	100	6.480										
TOTAL COST (BP-1100) (Totals may not add due to rounding)	100	112.032										
INSTALLATION QTY	100											

Fact Sheet: C-17 MN-9726 COMBUSTION EXIT TEMPERATURE KIT - D01 TO D03 UPGR (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									100	105.552
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-99 18 KITS									[18]	4.368
FY-00 25 KITS									[25]	
FY-01 33 KITS									[33]	
FY-02 24 KITS									[24]	2.112
TOTAL INSTALL									100	6.480
TOTAL COST (BP-1100) (Totals may not add due to rounding)									100	112.032
INSTALLATION QTY									100	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)		12/98	05/00	03/01	12/01	12/02
Delivery Date (Month/CY)		12/99	05/01	03/02	12/02	12/03

Installation Schedule

	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
Input										6	6	6			7	8	10	8	8	8	8	8	8	9
Output										6	6	6			7	8	10	8	8	8	8	8	8	9

Description/Justification

The stablizer strut system has experienced a high number of malfunctions that have resulted in aircraft damage. This mod will eliminate these malfunctions, increase aircrew safety, increase MC rate, and decrease loadmaster workload. This project will implement design changes to stabilizer strut system that will eliminate stab strut uncommanded movement. This will be performed by incorporating changes to the stablizer strut manifold and control system to make strut operation manual.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan Id#: AV/FS-032

Aircraft Breakdown: Active 129, Reserve 0, ANG 8, Total 137

Development Status

Design complete Sept 01.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							33	8.300	33	8.466	33	8.635
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 33 KITS									[33]	5.000		
FY-07 33 KITS											[33]	5.100
FY-08 33 KITS												
FY-09 33 KITS												
FY-10 5 KITS												
TOTAL INSTALL									33	5.000	33	5.100
TOTAL COST (BP-1100) (Totals may not add due to rounding)							33	8.300	33	13.466	33	13.735
INSTALLATION QTY									25		33	

Fact Sheet: C-17 MN-9735 STABILIZER STRUTS PHASE I (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	33	8.807	5	1.360					137	35.568
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06 33 KITS									[33]	5.000
FY-07 33 KITS									[33]	5.100
FY-08 33 KITS	[33]	5.202							[33]	5.202
FY-09 33 KITS			[33]	5.306					[33]	5.306
FY-10 5 KITS					[5]	0.819			[5]	0.819
TOTAL INSTALL	33	5.202	33	5.306	5	0.819			137	21.427
TOTAL COST (BP-1100) (Totals may not add due to rounding)	33	14.009	5	6.666		0.819			137	56.995
INSTALLATION QTY	33		33		13				137	

Method of Implementation: CONTRACTOR FACILITY

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

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																		9	8	8	8	9	8	8	8	9	8	8	8	9	8	8
Output																			9	8	8	8	9	8	8	8	9	8	8	8	9	8

	FY-11			
Quarter	1	2	3	4
Input	8	5		
Output	8	8	5	

Description/Justification

Covers the costs for high priority improvement or enhancement modifications.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan #: SS/MOD-002

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

Development Status

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR						0.000		1.240		0.654		2.000
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
TOTAL COST (BP-1100)								1.240		0.654		2.000
(Totals may not add due to rounding)												

Fact Sheet: C-17 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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				9.894
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		2.000		2.000		2.000				9.894

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)															

Description/Justification

The 12 Feb 97 White House Commission on Aviation Safety and Security final report states, "EGPWS should be installed on all commercial and military passenger aircraft." Mandated by AF/XO.Impact: Absence of this capability results in decreased pilot situational awareness.A fourth generation Terrain Awareness and Warning System (TAWS) will be installed to provide terrain map and caution/warning annunciation based on a stored terrain database, reactive wind shear annunciation during takeoff/landing, etc. Fix: Install a fourth-generation GPWS with a digital terrain database that includes capabilities outlined in the following AF/XO message: "Implementation of AF Navigation and Safety Master Plan and Policy Clarification for GPWS, ADS, and GPS Navigation Systems", 260735Z Mar 97 and supports low level operations.Status: Funding programmed. FY99 new start. PTP 0088. Block 13 cut-in.

This retrofit effort is tied with the C-17 Station Keeping Follow-On effort (MN 9714) which encountered technical issues in FY03 and delayed the kits installs. As such, FY03 installs delayed until FY04, and FY04 installs will be delayed until FY05.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan Id#: AV/AFC-006

Aircraft Breakdown: Active 85, Reserve 0, ANG 0, Total 85

Development Status

Design to complete 4/00.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	66	19.226	19	4.600								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES		0.457										

Fact Sheet: C-17 MN-TAWS TERRAIN AWARENESS & WARNING SYS (TAWS) (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-01 9 KITS	9	2.513										
FY-02 33 KITS	25	5.728	[8]	0.800								
FY-03 24 KITS			[10]	1.000	[8]	0.826	[6]	1.362				
FY-04 19 KITS							[19]	4.313				
TOTAL INSTALL	34	8.241	18	1.800	8	0.826	25	5.675				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	66	27.924	19	6.400		0.826		5.675				
INSTALLATION QTY	1		24		29		25					

Fact Sheet: C-17 MN-TAWS TERRAIN AWARENESS & WARNING SYS (TAWS) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									85	23.826
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										0.457
INSTALLATION OF HARDWARE										
FY-01 9 KITS									[9]	2.513
FY-02 33 KITS									[33]	6.528
FY-03 24 KITS									[24]	3.188
FY-04 19 KITS									[19]	4.313
TOTAL INSTALL									85	16.542
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									85	40.825
INSTALLATION QTY									85	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months Follow-On Lead Time: 12 Months

Milestones

	FY-00	FY-01	FY-02	FY-03	FY-04
Contract Date (Month/CY)		12/00	12/01	02/04	02/04
Delivery Date (Month/CY)		06/02	12/02	02/05	02/05

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		6	6	12	9	7	7	6	6	7	6	6	6			
Output																		1	6	6	12	9	7	7	6	6	7	6	6	6			

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-21				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$1.321	$1.388	$3.924	$2.600	$1.853	$1.485	$1.146	$0.803

This line item funds modifications to the C-21 aircraft, commercial equivalent Lear Jet 35. The C-21 aircraft is a twin-turbofan engine aircraft used for cargo and passenger airlift over medium ranges (2,000 miles). The primary modification in FY06 is budgeted to fund service bulletins necessary for FAA certification and to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	3149TC	TCAS CHANGE 7 UPGRAD	1.1									2.1
	99999S	SERVICE BULLETINS	1.1	1.1	3.7	2.4	1.2	0.8	1.0	0.7		13.3
	99999X	LOW COST MODIFICATIO	0.8	0.2	0.2	0.2	0.6	0.7	0.1	0.1		5.3
	Z88888	REPROGRAMMINGS	-1.7	0.1								
TOTAL FOR CLASS P			1.3	1.4	3.9	2.6	1.9	1.5	1.1	0.8	0.0	20.7
TOTAL FOR WEAPON SYSTEM C-21			1.3	1.4	3.9	2.6	1.9	1.5	1.1	0.8	0.0	20.7

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 34	PAGE NO. 1	

Description/Justification

Traffic Alert and Collision Avoidance System (TCAS) Identification Friend/Foe (IFF) Change 7 upgrade to APX-100 Transponder incorporates a firmware upgrade to the 6.04 version being installed in current TCAS modification . Change 7 is a requirement of the TCAS identified in the Requirements Correlation Matrices (RCM) of the TCAS 1067. Change 7 version of the APX 100 is required to fly in European airspace beginning 2005. Modification will be performed to the APX-100 at the OEM's factory and shipped back to the site for CLS installation into the aircraft. Money for this effort comes from original 3149T P3. It is broken out as a separate effort per SAF/FMB's request in summer FY00 IBR to facilitate program tracking. There is no increase in total 3149T TCAS programming. Kit cost includes installation of Modification.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC	17	0.586	37	1.125								
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
CONTRACT SUPPORT		0.395										
INSTALLATION OF HARDWARE												
FY-01 2 KITS	1		[1]									
FY-02 5 KITS			[5]									
FY-03 10 KITS			[5]		[5]							
FY-04 37 KITS					[37]							
TOTAL INSTALL	1		11		42							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	17	0.981	37	1.125								
INSTALLATION QTY	1		11		42							

Fact Sheet: C-21 MN-3149TC TCAS CHANGE 7 UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC									54	1.711
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
CONTRACT SUPPORT										0.395
INSTALLATION OF HARDWARE										
FY-01 2 KITS									[2]	
FY-02 5 KITS									[5]	
FY-03 10 KITS									[10]	
FY-04 37 KITS									[37]	
TOTAL INSTALL									54	
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									54	2.106
INSTALLATION QTY									54	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

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

Installation Schedule

	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
Input															1			1	5	5	5		20	17
Output															1			1	5	5	5		20	17

Description/Justification

C-21 is an FAA certified aircraft. These service bulletins affect safety, product improvement, maintenance, and reliability. FY 02 through FY 05 reflect 12,000 hr depot (phase 16) inspections and FY06 through FY10 reflect 6,000 hr depot (phase 14) inspections. These are engine life extensions that will require associated service actions to be performed at time of depot induction. 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-04		FY-05		FY-06		FY-07		FY-08	
	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		1.238		1.110		1.084		3.738		2.425		1.225
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		1.238		1.110		1.084		3.738		2.425		1.225
INSTALLATION QTY												

Fact Sheet: C-21 MN-99999S SERVICE BULLETINS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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		0.802		1.000		0.700				13.322
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		0.802		1.000		0.700				13.322
INSTALLATION QTY										

Method of Implementation: CLS

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)															

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

These are low cost modifications necessary to improve reliability, maintainability, safety, 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-04		FY-05		FY-06		FY-07		FY-08	
	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												
		2.373		0.781		0.212		0.186		0.175		0.628
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.373		0.781		0.212		0.186		0.175		0.628
INSTALLATION QTY												

Fact Sheet: C-21 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										
		0.683		0.146		0.103				5.287
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		0.683		0.146		0.103				5.287
INSTALLATION QTY										

Method of Implementation: CLS

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)															

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																												

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-32				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$0.183	$0.184	$0.194	$0.195	$1.601	$1.651	$1.691	$1.712

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 in FY06 will enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	0.1	0.1	0.1	0.1						0.4
	99999SG	SERVICE BULLETINS - AN					0.8	0.9	0.9	0.9		3.5
	99999X	LOW COST MODIFICATIO	0.1	0.1	0.1	0.1						0.8
	99999XG	LOW COST MODS - ANG					0.8	0.8	0.8	0.8	0.8	4.0
	Z88888	REPROGRAMMINGS	0.0	0.1								
TOTAL FOR CLASS P			0.2	0.3	0.2	0.2	1.6	1.7	1.7	1.7	0.8	8.6
TOTAL FOR WEAPON SYSTEM C-32			0.2	0.3	0.2	0.2	1.6	1.7	1.7	1.7	0.8	8.6

Totals may not add due to rounding.

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

Description/Justification

The communication upgrade consists of the non-recurring engineering and installation of kits to upgrade the passenger communications system on four C-32A aircraft. Modification kits will provide the aircraft interfaces necessary to accommodate communications and data transmission and distribution equipment supplied and installed through a comm/data subscription contract. Capability provided through the subscription contract includes a digital communications management system to integrate clear and secure voice, data and facsimile for distribution to the DV and conference areas and a communications system operator (CSO) station. Contractor-supplied equipment will be upgraded, under the subscription agreement, as technology advances, avoiding obsolescence and periodic reinvestment costs. The subscription contract will be financed through Operations and Maintenance appropriations. This modification provides a fully integrated communication management capability as well as supporting wideband data transfer rates, and an on-board data distribution system (local area network), and direct broadcast service. This modification will also enable the CSO to manage all secure and non-secure voice, data, and facsimile (transmit and receive) within the aircraft. A dual position CSO crew station will also be installed. Installation cost for all four kits is included in the Install Kit cost.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	4	55.500										
KITS NONRECUR		5.800										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		9.617										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		1.595										
INSTALLATION OF HARDWARE												
FY-01 1 KITS	1											
FY-02 2 KITS			[1]		[1]							
FY-03 1 KITS							[1]					
TOTAL INSTALL	1		1		1		1					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	4	72.513										
INSTALLATION QTY	1		1		1		1					

Fact Sheet: C-32 MN-9606 COMMUNICATIONS UPDATE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									4	55.500
KITS NONRECUR										5.800
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										9.617
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										1.595
INSTALLATION OF HARDWARE										
FY-01 1 KITS									[1]	
FY-02 2 KITS									[2]	
FY-03 1 KITS									[1]	
TOTAL INSTALL									4	
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									4	72.513
INSTALLATION QTY									4	

Method of Implementation: CLS

Initial Lead Time: 8 Months Follow-On Lead Time: 19 Months

Milestones

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

Installation Schedule

	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
Input														1						1				1				1	
Output																				1				1				1	1

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-37				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$0.343	$0.346	$0.382	$0.397	$0.408	$0.421	$0.431	$0.436

This line item funds modifcations to the C-37, commercial equivalent Gulfstream 5. The C-37 is a long-range jet transport designed to carry VIPSAM passengers. The overall goal of modifications budgeted in FY06 is to fund service bulletins/low cost modifications that will improve flight safety, reliability, and maintainability.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3		2.5
	99999X	LOW COST MODIFICATIO	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		2.9
	Z88888	REPROGRAMMINGS	0.0	0.1								
TOTAL FOR CLASS P			0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.0	5.4
TOTAL FOR WEAPON SYSTEM C-37			0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.0	5.4

Totals may not add due to rounding.

Description/Justification

These are low cost modifications necessary to improve reliability, maintainability, safety and reduce logistics cost.

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

Development Status

N/S

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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		2.117		0.064		0.070		0.102		0.115		0.109
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.117		0.064		0.070		0.102		0.115		0.109

Fact Sheet: C-37 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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		0.114		0.116		0.113				2.920
TOTAL COST (BP-1100)		0.114		0.116		0.113				2.920
(Totals may not add due to rounding)										

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)															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-141				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$0.900	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	8789	AN/AAR-47 MISSILE WARN	2.4									2.4
	Z88888	REPROGRAMMINGS	-1.5									
TOTAL FOR CLASS P			0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
TOTAL FOR WEAPON SYSTEM C-141			0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4

Totals may not add due to rounding.

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

Description/Justification

This modification improves the defensive capabilities of the C-141 aircraft that have electronic warfare defensive systems installed.

An additional $1.5M was BTRed to support C-141/11476L Settlement.

Aircraft Breakdown: Active 16, Reserve , ANG , Total 16

Development Status

No development required.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			16	2.385								
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.015								
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)			16	2.400								
(Totals may not add due to rounding)												

Fact Sheet: C-141 MN-8789 AN/AAR-47 MISSILE WARNING SYSTEM SMART CABLE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									16	2.385
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.015
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									16	2.400

Method of Implementation: ORG/INTERMEDIATE

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

Milestones

	FY-03	FY-04	FY-05
Contract Date (Month/CY)			12/04
Delivery Date (Month/CY)			12/04

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: GLID00				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$0.000	$0.000	$3.174	$0.117	$0.118	$0.124	$0.125	$0.129

This line item funds modifcations to the TG-10, TG-14, and TG-15 gliders used at the US Air Force Academy. The overall goal of modifications budgeted in FY06 is to fund glider parts licensure so that sustainment parts can be modified locally. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	6198	GLIDER PARTS LICENSUR			3.1							3.1
	99999X	LOW COST MODIFICATIO			0.1	0.1	0.1	0.1	0.1	0.1		0.7
TOTAL FOR CLASS P			0.0	0.0	3.2	0.1	0.1	0.1	0.1	0.1	0.0	3.8
TOTAL FOR WEAPON SYSTEM GLID00			0.0	0.0	3.2	0.1	0.1	0.1	0.1	0.1	0.0	3.8

Totals may not add due to rounding.

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

Description/Justification

Funds licensure of parts manufacturing rights to sustain all variants of the TG-10, TG-14 and TG-15 gliders used at the United States Air Force Academy. These glider aircraft were manufactured by small, specialized producers outside the United States. Current replacement part order and delivery is slow and seriously degrades aircraft availability rates. Allowing sustainment parts to be manufactured locally will alleviate that situation.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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												
DATA								3.057				
TOTAL COST (BP-1100)								3.057				
(Totals may not add due to rounding)												

Fact Sheet: GLID00 MN-6198 GLIDER PARTS LICENSURE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										
DATA										3.057
TOTAL COST (BP-1100)										3.057
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 3 Months Follow-On Lead Time: 0 Months

Milestones

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-6				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$4.660	$3.792	$6.143	$6.063	$16.632	$20.833	$17.135	$11.654

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. Low-cost modifications to the aircraft will include, among others, an upgraded, nosewheel centering, VHF radio volume, and power control lever decals. The primary modifications in FY06 is the Oil Pressure Warning System. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P-S	9851	UHF DUAL ANTENNA	0.1									1.1
	9854	OIL PRESSURE WARNING		0.4	2.5	2.1	1.4					6.4
	9857	TRAFFIC ALERT AND COL					11.4	17.9	14.8	9.3	8.4	61.8
	9858	INTER-SEAT SEQUENCER		0.7	1.1	0.5	0.4					2.7
	99999X	LOW COST MODIFICATIO	2.6	0.4	1.2	2.0	2.0	2.0	2.0	2.0		15.5
TOTAL FOR CLASS P-S			2.7	1.6	4.8	4.5	15.2	19.9	16.8	11.3	8.4	87.5
P	9870	NOSE WHEEL CENTERING	2.0	1.2								3.3
	9871	COCKPIT UPGRADES		0.7	1.4	1.5	1.4	0.9	0.4	0.4	0.4	7.0
	Z88888	REPROGRAMMINGS	0.0	0.3								
TOTAL FOR CLASS P			2.0	2.2	1.4	1.5	1.4	0.9	0.4	0.4	0.4	10.3
TOTAL FOR WEAPON SYSTEM T-6			4.7	3.8	6.1	6.1	16.6	20.8	17.1	11.7	8.7	97.8

Totals may not add due to rounding.

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

Description/Justification

Funds Oil Pressure Warning System. There is no caution or warning given in the pilot's field of view (FOV) if oil pressure drops below 40psi. This may be difficult for pilots to recognize during aerobatics. This was first identified by the Safety Investigation Board in a Class B mishap in Sept 01. The report subject name is (U) T-6A, Class B, Aircraft Flight, Engine Confined Non-FOD, Final Evaluation 20010801TYMX001B. Program direction and acquisition strategy are currently being developed.

Aircraft Breakdown: Active 228, Reserve 0, ANG 0, Total 228

Development Status

Current study effort will accomplish ECP for kit development and integration.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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						0.406		2.531		2.062		1.421
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						0.406		2.531		2.062		1.421
INSTALLATION QTY												

Fact Sheet: T-6 MN-9854 OIL PRESSURE WARNING (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										6.420
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										6.420
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

	FY-03	FY-04	FY-05
Contract Date (Month/CY)			10/04
Delivery Date (Month/CY)			10/05

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			
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

Current T-6A configuration incorporates a two-position / two-mode Interseat Sequence Switch (ISS). The User has voiced concerns associated with the limited options of the current ISS as a result of a PT-12 in-flight incident. This modification will replace the two-mode ISS with a three-mode ISS to increase safety margin. Failure to accomplish this modification will increase potential risks of injury or inadvertent ejection, especially during student flights.

Kits and installations are not separately priced.

Aircraft Breakdown: Active 253, Reserve 0, ANG 0, Total 253

Development Status

Program direction and acquisistion strategy are currently being developed.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					[6]	0.120	[76]	1.051	[89]	0.493	[82]	0.396
KITS NONRECUR						0.620						
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)						0.740		1.051		0.493		0.396
INSTALLATION QTY												

Fact Sheet: T-6 MN-9858 INTER-SEAT SEQUENCER SWITCH (ISS) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[253]	2.060
KITS NONRECUR										0.620
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)										2.680
INSTALLATION QTY										

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

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

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			
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

Several nose wheels have moved off center during side slips causing some difficulty in controlling aircraft direction during landing or difficulty in retracting the landing gear. AETC/DOF has issued FCIF prohibiting gear down side slip maneuvers. SPO/RAC have flight tested to determine the amount of the nose wheel off-center due to side slips. The program developed a positive nose wheel centering system to introduce into production and retrofit on all T-6A's.

Because BP11 funding was received as BP10 in FY03, "install kits" include the total cost for the modification. Actual installs occur in FY04 [67] and FY05 [64]. Procurement of the "install kits" occur in FY03 [67] and FY04 [64].

Aircraft Breakdown: Active 131, Reserve , ANG , Total 131

Development Status

Development effort is complete.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			67	2.038	64	1.242						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-04 67 KITS												
FY-05 64 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)			67	2.038	64	1.242						
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: T-6 MN-9870 NOSE WHEEL CENTERING (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									131	3.280
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-04 67 KITS										
FY-05 64 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									131	3.280
INSTALLATION QTY										

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

	FY-03	FY-04	FY-05
Contract Date (Month/CY)		10/03	10/04
Delivery Date (Month/CY)		01/04	01/05

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			
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 cockpit has a number of deficiencies which impact the effectiveness and efficiency of the aircraft's training capability inflight. These include inadequate cockpit lighting, storage, and visability using the current mirrors. Secondly, seven of the circuit breakers that that must be pulled in certain emergency situations need collars to do so easily with gloved hands. Thirdly, the canopy seal is leaking on the ground during rain storms allowing water to accumulate in the cockpit area with no easy way of draining this water. 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 maintanance down time for a relatively minor failure.
Corrective Action: Upgrade the cockpit lighting, storage and mirrors to to allow more efficient effective inflight training. 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.

Aircraft Breakdown: Active 131, Reserve , ANG , Total 131

Development Status

Development effort is underway.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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						0.724		1.362		1.514		1.418
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						0.724		1.362		1.514		1.418
INSTALLATION QTY												

Fact Sheet: T-6 MN-9871 COCKPIT UPGRADES (Continued)
(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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		0.886		0.375		0.375		0.375		7.029
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		0.886		0.375		0.375		0.375		7.029
INSTALLATION QTY										

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 3 Months Follow-On Lead Time: 3 Months

Milestones

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

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			
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 miscellaneous low cost modifications needed to increase weapon system reliability, maintainability, and supportability by improving system performance and reducing logistical cost. Examples of low cost modifications planned for FY02 and beyond are modification of the Battery, Audio Volume, Anti-Suffication Valve, Power Control Lever/Flap Labeling, Defog Valve, Trim Relay, Main Landing Gear Push Rod, Wing Tip Lights, OBOGS Concentrator, Main Landing Gear Door Hinge, Main Landing Gear Door Bellcrank, and Main Landing Gear Door Sidebrace, and Condensor Blower.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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		1.261		2.599		0.430		1.199		1.994		1.999
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		1.261		2.599		0.430		1.199		1.994		1.999
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: T-6 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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		1.999		1.999		1.999				15.479
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		1.999		1.999		1.999				15.479
INSTALLATION QTY										

Method of Implementation: COMBINATION

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)															

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																																
Output																																

	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																												
Output																												

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-1				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$0.000	$0.000	$0.181	$0.185	$0.191	$0.197	$0.213	$0.268

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) 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. Modifications are budgeted and programmed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	99999X	LOW COST MODIFICATIO			0.2	0.2	0.2	0.2	0.2	0.3		1.2
TOTAL FOR CLASS P			0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.3	0.0	1.2
TOTAL FOR WEAPON SYSTEM T-1			0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.3	0.0	1.2

Totals may not add due to rounding.

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

Description/Justification

Replaces obsolete relays with a solid state controller in the pitch trim actuator.

Aircraft Breakdown: Active 179, Reserve , ANG , Total 179

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	179	3.000										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	179	3.000										

Fact Sheet: T-1 MN-T10001 SOLID-STATE CONTROLLER (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									179	3.000
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									179	3.000

Method of Implementation:

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)															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-38				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$131.215	$168.078	$202.694	$140.906	$123.594	$76.881	$66.830	$63.630

The T-38 is a twin engine, two seat (tandem), supersonic jet trainer used by Air Education Training Command as an advanced trainer in Undergraduate Pilot Training. The primary modification budgeted in FY06 is the Avionics Upgrade and T-38 Propulsion Modernization Program. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODI	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.2
TOTAL FOR CLASS P-S			0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.2
P	_2807	T-38 IMPROVED BRAKE S						9.7	9.5	5.6	26.8	51.6
	6029	AVIONICS UPGRADE	68.3	51.7	46.7	39.8	0.8	0.0				526.9
	6034	T-38 PROPULSION MODER	59.4	93.3	115.2	59.3	103.1	64.6	57.4	58.0	29.5	784.6
	6087	T-38 ESCAPE SYSTEM UP	0.5	16.7	40.8	41.7	19.8	2.6				122.9
	99999X	LOW COST MODIFICATIO	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.1
	Z88888	REPROGRAMMINGS	2.9	6.4								
TOTAL FOR CLASS P			131.3	168.2	202.8	141.0	123.7	77.0	66.9	63.7	56.4	1,486.1
TOTAL FOR WEAPON SYSTEM T-38			131.4	168.3	202.9	141.1	123.8	77.1	67.0	63.8	56.4	1,486.3

Totals may not add due to rounding.

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

Description/Justification

Aircraft is developing stress cracks in the propulsion system inlet builkhead at Fuselage Station 325. Engineer analysis data indicates stress cracks growth will be beyond safety limits at six different locations along FS 325. Replacement of the builkhead is the only solution to return structural integrity to the aircraft structure. Long term neglect in the replacement of bulkhead 325 will result in impact air worthiness safety. Install schedule has slipped five years due to initial contract award from Jan 94 to Apr 94 and (1) Contract Field Team space reduction to one hangar due to T-43 Nav trainer move to Randolph, (2) organic production at Kelly start up problems and cancellation after two years, (3) relocation of CFT at Randolph, (4) combination of Cockpit Enclosure Mod and 325 Bulkhead docks limits production until Cockpit Enclosure is completed in FY02. Includes three spare kits.

Aircraft Breakdown: Active 514, Reserve 0, ANG 0, Total 514

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	517	13.119										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-93 166 KITS	166	17.400										
FY-94 201 KITS	246	28.305										
FY-95 32 KITS	3	0.934										
FY-96 57 KITS	8	0.323										
FY-97 61 KITS	80	11.815										
TOTAL INSTALL	503	58.777										
TOTAL COST (BP-1100) (Totals may not add due to rounding)	517	71.896										
INSTALLATION QTY	503											

Fact Sheet: T-38 MN-10206A FUS STA 325 BULKHEAD FORMER CHANGEOUT (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									517	13.119
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-93 166 KITS									[166]	17.400
FY-94 201 KITS									[246]	28.305
FY-95 32 KITS									[3]	0.934
FY-96 57 KITS									[8]	0.323
FY-97 61 KITS									[80]	11.815
TOTAL INSTALL									503	58.777
TOTAL COST (BP-1100) (Totals may not add due to rounding)									517	71.896
INSTALLATION QTY									503	

Method of Implementation: OVERHAUL/CFT

Initial Lead Time: 12 Months Follow-On Lead Time: 24 Months

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97
Contract Date (Month/CY)		03/94	03/94	03/95	12/95	09/98
Delivery Date (Month/CY)		03/95	03/96	03/97	12/97	09/00

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															1	2	13	13	13	13	17	18	18	17	20	20	20	23	15	15	15	16
Output																1	2	13	13	13	13	17	18	18	17	20	20	20	23	15	15	15

	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
Input	25	25	24	23	14	14	14	15	14	14	13	12	7	7	7	6				
Output	16	25	25	24	23	14	14	14	15	14	14	13	12	7	7	7	6			

Description/Justification

Aircraft avionics technology has been revolutionized since the T-38 entered service in 1962. Current bombers and fighters have more complex avionics systems. Since the T-38s lacked these modern systems, we could not use them to train standard avionics and cockpit management skills. Existing T-38 avionics suites have low reliability and maintainability rates. The T-38 Avionics Upgrade Program (AUP) installs an integrated, digital cockpit with HUD, resembling current and proposed bombers and fighters and GPS/INS to meet Congressional mandates. These modifications eliminate inherent training deficiencies in T-38As and AT-38Bs by upgrading all models into a new T-38C configuration. This mod also includes 36 Aircrew Training Devices (ATDs - 3 types) for a complete training system. PMA costs include training, travel, support contracts, supplies and computer support. Change Orders/Low Cost Modifications/V-tips (labeled 'Other' below) are to fund requirements such as addition of TACAN, HUD Relocation, WST Missionization, Comm/Nav Doors procurement, correction of deficiencies found during DT&E, IOT&E, FOT&E and FDE; studies, parts obsolescence (including lifetime part buyouts necessary to complete modification), diminishing manufacturing sources, over and above/economic repairs found during modification and changes driven by FAA/NAS requirements, such as TCAS, GPS, GEM IV changes required to improve training capabilities. Estimated FY07 program closeout costs of $16.423M are shown in "Other". The "See Remarks" line is Systems Engineering/Program Management."

T-38 AUP in FY05 - 08 must receive $49.355M from participating NATO countries in the Euro-NATO Joint Jet Pilot Training Program (ENJJPT) to execute a currently planned 453 AETC aircraft program. These funds represent a 35% estimated cost share for funding required to modify 124 Sheppard AFB aircraft with Avionics Upgrade MN-6029. THESE NATO FUNDS ARE NOT INCLUDED IN THE FY06 - FY11 AIR FORCE BASELINE. Aircraft quantities shown below depict a 410 aircraft program and represent a planned total 453 aircraft program minus a 35% NATO cost share of Sheppard AFB aircraft (approximately 43 aircraft). Failure to receive NATO funds by October of each year will cause contract award options at less than planned economic order quantities. Annual NATO costs below were briefed to Steering Committee (SC) 49 (Dec 2004) and accepted by all ENJJPT countries. Figures below allows for FY04 payback.

FY05	FY06	FY07	FY08	FY09	NATO Total
$20.526M	$23.832M	$4.997M	$0.0M	$0.0M	$49.355M

Aircraft Breakdown: Active 410, Reserve 0, ANG 0, Total 410

Development Status

FY00: Completed ATD acceptance testing and assembled first ATD at first base. FY01: Completed Phase II DT/IOT&E testing and obtained full rate production approva1. Completed Build 6 and FOT&E. Student training with T-38 AUP began at Moody AFB in Sep 02. Awarded initial annual software/hardware block updates in FY02. Additional block updates planned for FY04 - FY09.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		81.936		1.300		1.416		1.445		1.487		1.527
PROCUREMENT (3010)												
INSTALL KITS	284	21.086	59	4.129	41	3.824	26	2.962				
KITS NONRECUR												
EQUIPMENT	190	154.659	[59]	28.279	[41]	28.040	[26]	21.721				
EQUIP NONREC												
CHANGE ORDERS		22.815		6.878		3.102		2.954		2.196		
DATA		0.574		0.354		0.039		0.050				
SIM/TRAINER	26	60.184	[8]	18.566	[0]	2.733	[0]	2.618	[0]	2.062		
SUPPORT-EQUIP												
OTHER		8.829		0.663		0.019				20.756		
*** See Remarks ***						4.700		6.830		5.994		0.759

Fact Sheet: T-38 MN-6029 AVIONICS UPGRADE (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
WARRANTY		2.134		0.138		0.465		0.691		2.970		
OGC		8.211		0.854		1.674		1.606		1.259		
INSTALLATION OF HARDWARE												
FY-99 25 KITS	25	14.847										
FY-00 13 KITS	13	2.142										
FY-01 73 KITS	73	10.623										
FY-02 79 KITS	79	10.803										
FY-03 94 KITS	20	2.742	[63]	8.456	[11]	1.296						
FY-04 59 KITS					[49]	5.774	[10]	1.424				
FY-05 41 KITS							[41]	5.838				
FY-06 26 KITS									[26]	4.608		
TOTAL INSTALL	210	41.157	63	8.456	60	7.070	51	7.262	26	4.608		
TOTAL COST (BP-1100) (Totals may not add due to rounding)	284	319.649	59	68.317	41	51.666	26	46.694		39.845		0.759
INSTALLATION QTY	210		63		60		51		26			

Fact Sheet: T-38 MN-6029 AVIONICS UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.568								90.679
PROCUREMENT (3010)										
INSTALL KITS									410	32.001
KITS NONRECUR										
EQUIPMENT									[316]	232.699
EQUIP NONREC										
CHANGE ORDERS										37.945
DATA										1.017
SIM/TRAINER									[34]	86.163
SUPPORT-EQUIP										
OTHER										30.267
*** See Remarks ***										18.283
WARRANTY										6.398
OGC										13.604
INSTALLATION OF HARDWARE										
FY-99 25 KITS									[25]	14.847
FY-00 13 KITS									[13]	2.142
FY-01 73 KITS									[73]	10.623
FY-02 79 KITS									[79]	10.803
FY-03 94 KITS									[94]	12.494
FY-04 59 KITS									[59]	7.198
FY-05 41 KITS									[41]	5.838
FY-06 26 KITS									[26]	4.608
TOTAL INSTALL									410	68.553
TOTAL COST (BP-1100) (Totals may not add due to rounding)									410	526.930
INSTALLATION QTY									410	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 Months Follow-On Lead Time: 12 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
Contract Date (Month/CY)					10/99	10/99	12/00	12/01	10/02	10/03	10/04	10/05	10/06	10/07
Delivery Date (Month/CY)					08/00	08/00	10/01	10/02	10/03	10/04	10/05	10/06	10/07	10/08

Fact Sheet: T-38 MN-6029 AVIONICS UPGRADE (Continued)

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																								8	6	8	12	13	17	20	22	20
Output																								5	8	6	8	12	13	12	20	22

	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
Input	21	22	21	20	16	16	16	15	18	17	13	12	13	13	13	12	9	16	1	0	0	0	0	0	0	0	0	0
Output	23	18	22	21	20	16	16	16	15	18	17	13	12	13	13	13	12	9	16	1	0	0	0	0	0	0	0	0

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 threat to pilot production, 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 must receive a total of $79.2M from participating NATO countries in the Euro-NATO Joint Jet Pilot Training (ENJJPT) Program to execute the currently planned 509 aircraft program. These funds represent an estimated 35% 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-FY11 AIR FORCE BASELINE. The aircraft quantities shown below depict a 466 aircraft program and represent the planned 509 aircraft program minus the 35% NATO cost share (approximately 43 aircraft projected over the life o f the program). Failure to receive the NATO funds by Oct of each fiscal year will cause award of contract options at less than planned quantities. This will result in kit price increases due to quantity band pricing variation, and will result in acquisition of 6 less aircraft (460) with the funding amounts shown in the exhibit. Annual NATO costs required are as follows:

($M)	FY07	FY08	FY09	FY10	FY11	NATO Total
	$5.4	$8.3	$20.7	$22.3	$22.4	$79.2

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 466 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 466, Reserve 0, ANG 0, Total 466

Development Status

J-85 Upgraded Engine Components developed under CIP.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.000										
PROCUREMENT (3010)												
INSTALL KITS	84	24.157	41	8.540	70	17.084	66	16.603	38	11.515	52	13.709
KITS NONRECUR												
EQUIPMENT	249	97.883	[98]	40.801	[140]	62.694	[173]	79.731	[73]	37.243	[146]	74.120
EQUIP NONREC												
CHANGE ORDERS		0.400		0.111		0.180		1.295		0.820		1.599
DATA		0.036		0.012		0.012		0.013		0.013		0.014
SIM/TRAINER												
SUPPORT-EQUIP		0.266										
OGC		2.063		1.021		0.367		1.931		1.105		1.806
TOOLING		0.293										
TEST		6.071		1.497		0.103		2.000				
OTHER		1.008		0.559		0.200		0.488		0.512		0.679
INSTALLATION OF HARDWARE												
FY-01 11 KITS	11	2.277										
FY-02 33 KITS	33	6.946										
FY-03 40 KITS	15	3.461	[25]	4.786								
FY-04 41 KITS			[11]	2.105	[30]	5.760						
FY-05 70 KITS					[36]	6.915	[34]	6.752				
FY-06 66 KITS							[32]	6.355	[34]	6.880		
FY-07 38 KITS									[6]	1.214	[32]	6.602
FY-08 52 KITS											[22]	4.539
FY-09 37 KITS												
FY-10 34 KITS												
FY-11 44 KITS												
TOTAL INSTALL	59	12.684	36	6.891	66	12.675	66	13.107	40	8.094	54	11.141
TOTAL COST (BP-1100) (Totals may not add due to rounding)	84	144.861	41	59.432	70	93.315	66	115.168	38	59.302	52	103.068
INSTALLATION QTY	59		36		66		66		40		54	

Fact Sheet: T-38 MN-6034 T-38 PROPULSION MODERNIZATION PROGRAM (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										2.000
PROCUREMENT (3010)										
INSTALL KITS	37	11.025	34	10.035	44	13.845			466	126.513
KITS NONRECUR										
EQUIPMENT	[74]	40.874	[67]	37.718	[56]	33.315	[30]	18.671	[1,106]	523.050
EQUIP NONREC										
CHANGE ORDERS		0.502		0.500		0.762		0.748		6.917
DATA		0.009		0.011		0.013				0.133
SIM/TRAINER										
SUPPORT-EQUIP										0.266
OGC		1.100		1.064		1.568		0.770		12.795
TOOLING										0.293
TEST										9.671
OTHER		0.344		0.377		0.786				4.953
INSTALLATION OF HARDWARE										
FY-01 11 KITS									[11]	2.277
FY-02 33 KITS									[33]	6.946
FY-03 40 KITS									[40]	8.247
FY-04 41 KITS									[41]	7.865
FY-05 70 KITS									[70]	13.667
FY-06 66 KITS									[66]	13.235
FY-07 38 KITS									[38]	7.816
FY-08 52 KITS	[30]	6.307							[52]	10.846
FY-09 37 KITS	[21]	4.415	[16]	3.449					[37]	7.864
FY-10 34 KITS			[19]	4.215	[15]	3.401			[34]	7.616
FY-11 44 KITS					[19]	4.309	[25]	9.341	[44]	13.650
TOTAL INSTALL	51	10.722	35	7.664	34	7.710	25	9.341	466	100.029
TOTAL COST (BP-1100) (Totals may not add due to rounding)	37	64.576	34	57.369	44	57.999		29.530	466	784.620
INSTALLATION QTY	51		35		34		25		466	

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

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													2		1	5	12	13	13	13	9	9	9	9	15	16	17	18	18	17	15	16
Output															2	1	3	6	7	12	12	12	14	14	16	16	16	17	18	18	17	17

	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	14	14	13	13	13	13	13	12	10	9	8	8	8	9	9	8	8	8	8	1	0	0	0	0				
Output	15	15	15	15	13	13	13	13	12	12	12	12	8	8	8	8	8	8	7	7	6	6	6	6	2							

Description/Justification

T-38 Escape System Upgrade Program (ESUP) is a new modification for the T-38 aircraft. T-38 ESUP will modify a total of 199 T-38C aircraft with upgraded ejection seats and an inter-seat sequencing system. The FY05 Congresssional add of $16.7M and planned FY05 Air Force payback of $16.9M (for reprogrammed FY02-03 ESUP funds) will allow FY05 award for 60 aircraft kits. This, plus approved FY06 PB funding for FY06-09, provides adequate beddown (5 to 7 airccraft/month). Contract award expected June 2005. There are no currently approved plan to modify the entire USAF T-38 fleet (310 additional aircraft).

Currently, installations are not separately priced. This will be updated after contract award.

Aircraft Breakdown: Active 199, Reserve 0, ANG 0, Total 199

Development Status

This is a non-developmental program. Competitive source selection in process.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					60	16.728	60	40.822	60	41.749	19	19.757
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
OTHER		0.658		0.500								
INSTALLATION OF HARDWARE												
FY-05 60 KITS							[60]					
FY-06 60 KITS									[60]			
FY-07 60 KITS											[60]	
FY-08 19 KITS												
TOTAL INSTALL							60		60		60	
TOTAL COST (BP-1100) (Totals may not add due to rounding)		0.658		0.500	60	16.728	60	40.822	60	41.749	19	19.757
INSTALLATION QTY							60		60		60	

Fact Sheet: T-38 MN-6087 T-38 ESCAPE SYSTEM UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS		2.641							199	121.697
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
OTHER										1.158
INSTALLATION OF HARDWARE										
FY-05 60 KITS									[60]	
FY-06 60 KITS									[60]	
FY-07 60 KITS									[60]	
FY-08 19 KITS	[19]								[19]	
TOTAL INSTALL	19								199	
TOTAL COST (BP-1100) (Totals may not add due to rounding)		2.641							199	122.855
INSTALLATION QTY	19								199	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

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

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																					15	15	15	15	15	15	15	15	15	15	15	15
Output																						15	15	15	15	15	15	15	15	15	15	15

	FY-09			
Quarter	1	2	3	4
Input	19			
Output	15	19		

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-41				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$0.085	$0.088	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	99999X	LOW COST MODIFICATIO	0.1	0.1								0.7
	Z88888	REPROGRAMMINGS	0.0	0.1								
TOTAL FOR CLASS P			0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
TOTAL FOR WEAPON SYSTEM T-41			0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 42	PAGE NO. 1	

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-43				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$0.177	$0.590	$2.014	$2.104	$2.171	$2.238	$2.294	$2.321

The T-43 is a military derivative of the Boeing 737 used by AETC as an airborne training platform in Undergraduate Navigator Training. The primary modification budgeted in FY06 is for Service Bulletins. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	0.2	0.5	1.9	2.0	2.1	2.2	2.2	2.3		18.3
	99999X	LOW COST MODIFICATIO	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.4
	Z88888	REPROGRAMMINGS	0.0	0.1								
TOTAL FOR CLASS P			0.2	0.7	2.0	2.1	2.2	2.3	2.3	2.4	0.0	19.7
TOTAL FOR WEAPON SYSTEM T-43			0.2	0.7	2.0	2.1	2.2	2.3	2.3	2.4	0.0	19.7

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 43	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-04		FY-05		FY-06		FY-07		FY-08	
	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		4.874		0.177		0.501		1.914		2.004		2.131
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		4.874		0.177		0.501		1.914		2.004		2.131

Fact Sheet: T-43 MN-99999S SERVICE BULLETINS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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		2.188		2.244		2.271				18.304
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		2.188		2.244		2.271				18.304

Method of Implementation: ORG/INTERMEDIATE

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 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: KC-10				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$29.138	$36.746	$21.937	$6.824	$9.792	$40.747	$50.247	$68.010

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 modification budgeted in FY06 is the Thrust Reverser Airworthiness Directive. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODI	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.3
TOTAL FOR CLASS P-S			0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.3
P	_1689	Aircraft Modernization Progr			1.6	2.0	7.5	37.2	46.2	63.7	614.6	772.9
	7725	THRUST REVERSER AIRW	5.4	28.3	18.9	3.2						59.2
	9709	GATM PHASE II	16.8	5.2								62.1
	99999S	SERVICE BULLETINS	0.8	0.9	1.4	1.5	2.2	3.5	4.0	4.2		42.3
	99999X	LOW COST MODIFICATIO	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.8
	SIM-10	SIMULATOR UPGRADE (K	6.1									71.2
	Z88888	REPROGRAMMINGS	0.1	2.4								
TOTAL FOR CLASS P			29.3	36.8	22.0	6.9	9.8	40.8	50.3	68.1	614.6	1,009.4
TOTAL FOR WEAPON SYSTEM KC-10			29.4	36.9	22.1	7.0	9.9	40.9	50.4	68.2	614.6	1,009.7

Totals may not add due to rounding.

Description/Justification

KC-10 Aircraft Modernization Program (AMP) will provide a fully digital aircraft where all measurements are taken by digital sensors, transmitted to digital equipment to use these readings to operate the aircraft and displays for the aircrew. This will include the capability to display real time information in the cockpit. Communications upgrades include a data link to augment/replace voice communications. Navigation capabilities include a fully integrated GPS and an advanced flight management system. Surveillance capabilities include automatic aircraft position reporting (both enroute and oceanic). KC-10 aircraft modernization is needed. Reliability/maintainability concerns and obsolescence issues include inertial navigation units (INU), central air data computer (CADC), radar, analog autopilot, analog engine instruments, analog flight instruments, analog nav/comm radios, cockpit voice recorder (CVR), and flight data recorder (FDR), fuel system gauges and flight engineer station controls/instruments. KC-10 AMP will automate aircrew tasks to reduce the crew's workload, integrate all products and displays into an efficient package that will allow the KC-10 to be operated by a pilot, co-pilot and boom operator. System controls and displays will be digitized and relocated to provide safe and efficient operation of the KC-10 in its primary air refueling and all secondary missions. An aircrew augmentee and/or flight engineer must be able to be seated in the cockpit to assist in cockpit operations.
Note: OGC on Funding page includes AF Mission Support as well as Contractor support at OC-ALC.

Aircraft Breakdown: Active 59, Reserve 0, ANG 0, Total 59

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								13.400		38.000	1	50.000
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TRAINING												
FLIGHT TEST								0.100		0.200		0.800
*** See Remarks ***												
OGC								1.500		1.800		1.700
AWAITING BTR												
TRAINER PECULIAR												5.003

Fact Sheet: KC-10 MN-_1689 Aircraft Modernization Program (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-08 1 KITS												
FY-09 4 KITS												
FY-10 4 KITS												
FY-11 6 KITS												
FY-12 6 KITS												
FY-13 6 KITS												
FY-14 6 KITS												
FY-15 6 KITS												
FY-16 6 KITS												
FY-17 7 KITS												
FY-18 7 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100) (Totals may not add due to rounding)								1.600		2.000	1	7.503
INSTALLATION QTY												

Fact Sheet: KC-10 MN-_1689 Aircraft Modernization Program (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	5.500							2	106.900
PROCUREMENT (3010)										
INSTALL KITS	[3]	4.500	[4]	6.120	[6]	9.364	[44]	74.553	[57]	94.537
KITS NONRECUR										
EQUIPMENT	3	18.000	4	24.480	6	37.454	44	298.217	57	378.151
EQUIP NONREC								25.097		25.097
CHANGE ORDERS				2.895		0.500		4.000		7.395
DATA										
SIM/TRAINER							[4]	27.054	[4]	27.054
SUPPORT-EQUIP		1.210								1.210
TRAINING		3.000		2.920		0.884				6.804
FLIGHT TEST										1.100
*** See Remarks ***					[1]	2.550	[5]	13.874	[6]	16.424
OGC		1.500		0.750		0.750		4.000		12.000
AWAITING BTR										
TRAINER PECULIAR		9.005								14.008
INSTALLATION OF HARDWARE										
FY-08 1 KITS	[1]	0.000							[1]	
FY-09 4 KITS			[4]	9.000					[4]	9.000
FY-10 4 KITS					[4]	12.240			[4]	12.240
FY-11 6 KITS							[6]	18.727	[6]	18.727
FY-12 6 KITS							[6]	19.102	[6]	19.102
FY-13 6 KITS							[6]	19.484	[6]	19.484
FY-14 6 KITS							[6]	19.873	[6]	19.873
FY-15 6 KITS							[6]	20.271	[6]	20.271
FY-16 6 KITS							[6]	20.676	[6]	20.676
FY-17 7 KITS							[7]	24.605	[7]	24.605
FY-18 7 KITS							[7]	25.097	[7]	25.097
TOTAL INSTALL	1		4	9.000	4	12.240	50	167.835	59	189.075
TOTAL COST (BP-1100) (Totals may not add due to rounding)	4	37.215	4	46.165	6	63.742	44	614.630	59	772.855
INSTALLATION QTY	1		4		4		50		59	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 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	FY-12	FY-13	FY-14	FY-15	FY-16	FY-17
Contract Date (Month/CY)						05/07	11/08	11/09	11/10	11/12	11/13	11/14	11/15	11/16	11/17
Delivery Date (Month/CY)						11/08	11/09	11/10	11/11	11/13	11/14	11/15	11/16	11/17	11/18

	FY-18	FY-19
Contract Date (Month/CY)	11/18	11/19
Delivery Date (Month/CY)	11/19	11/20

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				1	1	1	1
Output																													1			

	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	1	1	1	2	2	2		2	2	2		2	2	2		2	2	2		2	2	2		2	2	2		2	2	2	1
Output	1	1	1	1	1	1	1	1	2	2	2		2	2	2		2	2	2		2	2	2		2	2	2		2	2	2	

	FY-19			
Quarter	1	2	3	4
Input	2	2	2	1
Output	2	2	2	1

Description/Justification

This Airworthiness Directive mod is comprised of two service bulletins: DC10-78-061 and DC10-78-062.
Intent of these Service Bulletins is to prevent unwanted deployment of a thrust reverser, which could significantly jepoarodize continued safety of fight and landing of the aircraft. DC10-78-061 describes procedures for installation of provisional wiring for an additional thrust reverser locking system. DC10-78-062 describes procedures for installation of an additional thrust reverser locking system. Mod of spares is to buy kits to modify spare thrust reversers. Third kit purchased in FY 03 (FY 03 funding received in Sep 03) being install in 1st quarter FY05 and remianing seven kits purchased in FY 04 will be installed in FY05.

Aircraft Breakdown: Active 59, Reserve 0, ANG 0, Total 59

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	3	1.539	7	4.431	35	23.096	14	11.215				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.350				
SIM/TRAINER					[6]	2.000						
SUPPORT-EQUIP		0.177										
OGC				0.003		0.087		0.025				
MOD OF SPARES	9	1.684	[5]	0.286	[6]	1.320						
TRAINING				0.003								
INSTALLATION OF HARDWARE												
FY-03 3 KITS			[2]	0.637								
FY-04 7 KITS					[8]	1.800						
FY-05 35 KITS							[35]	7.323				
FY-06 14 KITS									[14]	3.239		
TOTAL INSTALL			2	0.637	8	1.800	35	7.323	14	3.239		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	3	3.400	7	5.360	35	28.303	14	18.913		3.239		
INSTALLATION QTY			2		8		35		14			

Fact Sheet: KC-10 MN-7725 THRUST REVERSER AIRWORTHINESS DIRECTIVE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									59	40.281
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.350
SIM/TRAINER									[6]	2.000
SUPPORT-EQUIP										0.177
OGC										0.115
MOD OF SPARES									[20]	3.290
TRAINING										0.003
INSTALLATION OF HARDWARE										
FY-03 3 KITS									[2]	0.637
FY-04 7 KITS									[8]	1.800
FY-05 35 KITS									[35]	7.323
FY-06 14 KITS									[14]	3.239
TOTAL INSTALL									59	12.999
TOTAL COST (BP-1100) (Totals may not add due to rounding)									59	59.215
INSTALLATION QTY									59	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 Months Follow-On Lead Time: 8 Months

Milestones

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

Installation Schedule

	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
Input												2	1	2	2	3	8	9	9	9	9	5		
Output												1	1	2	2	2	6	8	8	9	9	9	2	

Description/Justification

Global Air Traffic Management (GATM) is based upon evolving Communication, Navigation and Surveillance (CNS) and Free Flight concepts and requirements. Key elements of its architecture are Dual MMR (Multi-Mode Receiver), Dual CMU (Communications Management Unit), Communication Data links (HF, VHF, SATCOM), and associated avionics components and wiring. Communications upgrades include a data link to augment/replace voice communications. The navigation capabilities include a fully integrated GPS and an advanced flight management system. The surveillance capabilities include automatic aircraft position reporting (both enroute and oceanic).

AMC terminated the GATM effort in Apr 04. The FY04 and FY05 dollars were prioritized and allocated to support the restoration of the GATM modified KC-10 aircraft and Flight Training simulators back to operational configurations. The funds will also support various avionics stop-gap initiatives that meet near-term CNS/ATM requirements that cannot be deferred.

Aircraft Breakdown: Active 1, Reserve 0, ANG 0, Total 1

Development Status

Contract Award 2Q/FY00.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		96.722		6.410		0.000						
PROCUREMENT (3010)												
INSTALL KITS	1	0.676										
KITS NONRECUR		1.568										
EQUIPMENT	1	2.646										
EQUIP NONREC		2.948										
CHANGE ORDERS												
DATA												
SIM/TRAINER	4	19.805	[1]	5.803								
SUPPORT-EQUIP		0.118										
OGC		8.325		1.255		1.550						
AIRCRAFT		2.392										
Mode S				5.974								
OTHER		0.562		3.797		3.606						
INSTALLATION OF HARDWARE												
FY-01 1 KITS	1	1.080										
TOTAL INSTALL	1	1.080										
TOTAL COST (BP-1100)	1	40.120		16.829		5.156						
(Totals may not add due to rounding)												
INSTALLATION QTY	1											

Fact Sheet: KC-10 MN-9709 GATM PHASE II (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										103.132
PROCUREMENT (3010)										
INSTALL KITS									1	0.676
KITS NONRECUR										1.568
EQUIPMENT									[1]	2.646
EQUIP NONREC										2.948
CHANGE ORDERS										
DATA										
SIM/TRAINER									[5]	25.608
SUPPORT-EQUIP										0.118
OGC										11.130
AIRCRAFT										2.392
Mode S										5.974
OTHER										7.965
INSTALLATION OF HARDWARE										
FY-01 1 KITS									[1]	1.080
TOTAL INSTALL									1	1.080
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									1	62.105
INSTALLATION QTY									1	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 19 Months Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	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
Input																			1									
Output																									1			

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 the revision of the exterior position, formation, and director lighting system; main landing gear trunnion bolt replacement; installation of bonding straps on extended wing-to-fuselage fillets; and the replacement of inboard flap track fasteners and pins on the trailing edge of the wings.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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		23.653		0.838		0.868		1.422		1.534		2.238
TOTAL COST (BP-1100)		23.653		0.838		0.868		1.422		1.534		2.238
(Totals may not add due to rounding)												

Fact Sheet: KC-10 MN-99999S SERVICE BULLETINS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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		3.481		4.031		4.217				42.282
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		3.481		4.031		4.217				42.282

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

The KC-10 Aircrew Training Devices (ATDs) consist of; four Weapons System Trainers (WSTs), two low fidelity Cockpit Procedures Trainers (CPTs), and two Boom Operator Trainers (BOTs). The current upgrade efforts are intended to vastly improve the fidelity of the training devices to meet Federal Aviation Administration (FAA) Advisory Circular (AC) 120-40-B Level C and FAA Advisory Circular 120-45A or equivalent standards. These upgrades will allow AMC to move flying proficiency training from the aircraft to the ATDs thereby reducing required flying hours, and wear and tear on the airframes. The 4 WSTs are to receive a new 225 degree x 45 degree articulated visual display system commonly referred to as the Visual Upgrade Effort (VUE), and all 4 WSTs require a pre-conditioning kit commonly referred to as the Refurbishment Kit of Parts (RKOP) that brings the WSTs into a common baseline configuration as a necessary precursor to the aforementioned VUE modification. The 2 CPTs will be upgraded to meet FAA Level 6 fidelity standards and a Distributed Mission Training demonstration linking 2 WSTs and a Boom Operator Trainer will be conducted at Travis AFB. Finally, controls and motion upgrades will be accomplished on all 4 WSTs to meet FAA Level C requirements. The first VUE kit was purchased in FY 98 using BP 1200 funds and the remaining three kits were purchased from FY 99-01 (EQUIPMENT) using BP 1100 funds. The RKOP kits are procured (SIM/TRAINER) in FY 99-FY02. The installation and integration of the VUE and RKOP kits (Installation of Hardware) are funded in FY99, FY00, FY01, FY02 and FY03. The Distributed Mission Training linkage of simulators at Travis (Trainer Peculiar) is funded in FY99 and FY01. Controls and Motion, commonly referred to as CosMos upgrades (trainer perculiar) are funded in FY02.

Aircraft Breakdown: Active 6, Reserve 0, ANG 0, Total 6

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	5	10.348	1	2.868								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	14	28.553										
SUPPORT-EQUIP												
OGC		0.075										
TRAINER PECULIAR	2	7.403										

Fact Sheet: KC-10 MN-SIM-10 SIMULATOR UPGRADE (KC-10) (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-98 1 KITS	1	3.656										
FY-99 1 KITS	1	3.100										
FY-00 1 KITS	1	3.100										
FY-01 1 KITS	1	3.100										
FY-03 1 KITS	1	5.767										
FY-04 1 KITS			[1]	3.185								
TOTAL INSTALL	5	18.723	1	3.185								
TOTAL COST (BP-1100) (Totals may not add due to rounding)	5	65.102	1	6.053								
INSTALLATION QTY	5		1									

Fact Sheet: KC-10 MN-SIM-10 SIMULATOR UPGRADE (KC-10) (Continued)

(Continued)

		FY-09		FY-10		FY-11		TO COMP		TOTAL	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)											
PROCUREMENT (3010)											
INSTALL KITS											
KITS NONRECUR											
EQUIPMENT										6	13.216
EQUIP NONREC											
CHANGE ORDERS											
DATA											
SIM/TRAINER										[14]	28.553
SUPPORT-EQUIP											
OGC											0.075
TRAINER PECULIAR										[2]	7.403
INSTALLATION OF HARDWARE											
FY-98	1 KITS									[1]	3.656
FY-99	1 KITS									[1]	3.100
FY-00	1 KITS									[1]	3.100
FY-01	1 KITS									[1]	3.100
FY-03	1 KITS									[1]	5.767
FY-04	1 KITS									[1]	3.185
TOTAL INSTALL										6	21.908
TOTAL COST (BP-1100)											
(Totals may not add due to rounding)										6	71.155
INSTALLATION QTY										6	

Method of Implementation: CLS

Initial Lead Time: 24 Months Follow-On Lead Time: 18 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
Contract Date (Month/CY)									09/99	08/00	09/01	09/02	11/02
Delivery Date (Month/CY)									09/01	04/03	03/03	03/04	09/03

Installation Schedule

	FY-91				FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98			
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-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
Input				1								1				1			1	1			1					
Output																1					1				1			

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-12				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$5.576	$19.078	$6.295	$0.914	$0.447	$0.461	$0.473	$0.478

This line item funds modifications to the C-12 aircraft, commercial equivalent Beech Craft Super King Air. The C-12 is a twin-turboprop, support-airlift aircraft used to transport cargo and passengers. The primary modification for FY06 is Electronic Flight Instrumentation. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	6140	ELECTRONIC FLIGHT INST	5.3	17.7	6.0	0.7						29.7
	99999S	SERVICE BULLETINS	0.2	0.1	0.2	0.1	0.3	0.3	0.3	0.3		3.8
	99999X	LOW COST MODIFICATIO	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2		2.4
	Z88888	REPROGRAMMINGS	0.0	1.3								
TOTAL FOR CLASS P			5.6	19.1	6.3	0.9	0.4	0.5	0.5	0.5	0.0	35.9
TOTAL FOR WEAPON SYSTEM C-12			5.6	19.1	6.3	0.9	0.4	0.5	0.5	0.5	0.0	35.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 45	PAGE NO. 1	

Description/Justification

The Electronic Flight Instrumentation System (EFIS) incorporates SECDEF-mandated Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM), Navigation Safety, and Global Positioning System (GPS) requirements and provides a capability for future upgrades. EFIS will include new cockpit instruments, color radar and upgraded CNS/ATM systems to meet these requirements. FY04 funds will be used for two kits, one C/D model prototype, and one test assest System Intergation Lab (SIL). The SIL kit will be installed on the last production aircraft.

Aircraft Breakdown: Active 13, Reserve 0, ANG 0, Total 13

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	0.200	9	2.070	3	0.600				
KITS NONRECUR				1.260		2.400						
EQUIPMENT			[1]	1.400	[9]	11.355	[3]	4.200				
EQUIP NONREC												
CHANGE ORDERS						0.097						
DATA				0.250		0.300		0.060				
SIM/TRAINER												
SUPPORT-EQUIP				0.235								
TRAINING				0.325		0.288						
OGC				0.030								
TEST ASSETS			[1]	1.600								
INSTALLATION OF HARDWARE												
FY-04 1 KITS					[1]	0.230						
FY-05 9 KITS						0.920	[7]	1.150	[2]			
FY-06 3 KITS									[3]	0.690		
TOTAL INSTALL					1	1.150	7	1.150	5	0.690		
TOTAL COST (BP-1100) (Totals may not add due to rounding)			1	5.300	9	17.660	3	6.010		0.690		
INSTALLATION QTY					1		7		5			

Fact Sheet: C-12 MN-6140 ELECTRONIC FLIGHT INSTRUMENTATION SYSTEM (EFIS) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									13	2.870
KITS NONRECUR										3.660
EQUIPMENT									[10]	16.955
EQUIP NONREC										
CHANGE ORDERS										0.097
DATA										0.610
SIM/TRAINER										
SUPPORT-EQUIP										0.235
TRAINING										0.613
OGC										0.030
TEST ASSETS									[1]	1.600
INSTALLATION OF HARDWARE										
FY-04 1 KITS									[1]	0.230
FY-05 9 KITS									[9]	2.070
FY-06 3 KITS									[3]	0.690
TOTAL INSTALL									13	2.990
TOTAL COST (BP-1100) (Totals may not add due to rounding)									13	29.660
INSTALLATION QTY									13	

Method of Implementation: CLS

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

Milestones

	FY-03	FY-04	FY-05
Contract Date (Month/CY)		10/03	04/04
Delivery Date (Month/CY)		04/04	10/04

Installation Schedule

	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
Input										1			1	2	2	2	2	2	1	
Output												1		1	2	2	2	2	2	1

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-20				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$0.679	$0.442	$0.488	$0.505	$0.521	$0.537	$0.550	$0.557

This line item funds modifications to 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 specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	0.1	0.3	0.4	0.4	0.2	0.2	0.1	0.1		3.1
	99999X	LOW COST MODIFICATIO	0.4	0.1	0.1	0.1	0.4	0.4	0.5	0.5		9.3
	Z88888	REPROGRAMMINGS	0.3	0.1								
TOTAL FOR CLASS P			0.8	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.0	12.3
TOTAL FOR WEAPON SYSTEM C-20			0.8	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.0	12.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 46	PAGE NO. 1	

Description/Justification

These are low cost modifications necessary to improve reliability, maintainability, safety 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-04		FY-05		FY-06		FY-07		FY-08	
	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		6.959		0.408		0.091		0.091		0.092		0.352
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		6.959		0.408		0.091		0.091		0.092		0.352
INSTALLATION QTY												

Fact Sheet: C-20 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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		0.351		0.469		0.475				9.288
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		0.351		0.469		0.475				9.288
INSTALLATION QTY										

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months Follow-On Lead Time: 0 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
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

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				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																																
Quarter																																
Input																																
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-25				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$69.339	$27.604	$0.978	$1.010	$1.042	$1.075	$1.102	$1.115

This line item funds modification tot he VC-25 aircraft. The VC-25, a Boeing 747-200B, is a four engine long-range aircraft used for presidential support. FY06 modifications budgeted enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	9331	PRESIDENTIAL DATA SYS	59.2	23.2								148.1
	9709	GATM PHASE II	8.1	0.5								44.2
	99999S	SERVICE BULLETINS	0.1	2.0	0.9	1.0	1.0	1.0	1.0	1.0	0.0	11.7
	99999X	LOW COST MODIFICATIO	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	3.9
	Z88888	REPROGRAMMINGS	1.8	1.8								
TOTAL FOR CLASS P			69.4	27.6	1.0	1.1	1.1	1.1	1.1	1.1	0.0	207.8
TOTAL FOR WEAPON SYSTEM C-25			69.4	27.6	1.0	1.1	1.1	1.1	1.1	1.1	0.0	207.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 47	PAGE NO. 1	

Description/Justification

The VC-25A is a 747-200 derivative aircraft used to transport the President. The Presidential Data System (PDS) upgrade is a spiral development program upgrading unsustainable lighting infrastructure, and installing data processing and distribution capability. This program was initiated with FY01 DERF funds. $7M of FY01 DERF was used to install the first kit, Connexion by Boeing Block 0 on Tail 8000. $60M of DERF was added to the program in FY02 for the engineering and installation of Interim Wideband Communications (IWCS) on aircraft 9000. DERF funds are not reflected on the P-docs. These efforts install Connexion by Boeing wideband voice and data system, INMARSAT HSD, upgrade lighting and data distribution to support current and future data distribution requirements. For funding and scheduling purposes, the PDS program is broken out into 38 kits, each providing a unique capability; cumulatively, the completed installation of these kits results in PDS capability on the two VC-25A aircraft.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	15	9.758	22	9.104	1	6.697						
KITS NONRECUR		43.161		23.952								
EQUIPMENT	15	9.167	[22]	23.519	[1]	11.303						
EQUIP NONREC												
CHANGE ORDERS												
DATA		2.984		2.343								
SIM/TRAINER												
SUPPORT-EQUIP		0.280		0.272								
INSTALLATION OF HARDWARE												
FY-03 15 KITS	2	0.385	[10]		[3]							
FY-04 22 KITS					[16]	5.184			[6]			
FY-05 1 KITS									[1]			
TOTAL INSTALL	2	0.385	10		19	5.184			7			
TOTAL COST (BP-1100) (Totals may not add due to rounding)	15	65.735	22	59.190	1	23.184						
INSTALLATION QTY	2		10		19				7			

Fact Sheet: C-25 MN-9331 PRESIDENTIAL DATA SYSTEM (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									38	25.559
KITS NONRECUR										67.113
EQUIPMENT									[16]	43.989
EQUIP NONREC										
CHANGE ORDERS										
DATA										5.327
SIM/TRAINER										
SUPPORT-EQUIP										0.552
INSTALLATION OF HARDWARE										
FY-03 15 KITS									[15]	0.385
FY-04 22 KITS									[22]	5.184
FY-05 1 KITS									[1]	
TOTAL INSTALL									38	5.569
TOTAL COST (BP-1100) (Totals may not add due to rounding)									38	148.109
INSTALLATION QTY									38	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

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

Installation Schedule

	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
Input								2		10				19							7							
Output									2			10								19					7			

Description/Justification

The VC-25A is a 747-200 derivative aircraft used to transport the President. Global Air Traffic Management (GATM) modifications are an ongoing requirement and will therefore be accomplished in phases. Phase I tested basic software to obtain FAA certification required for Future Air Navigation System (FANS)-1 flights (testing completed in FY99). Phase II will consist of a number of different kits to include the High Frequency Data Link (HFDL), SATCOM voice and datalink, Selective Availability Anti-Spoofing Module (SAASM), dual Communication Management Units (CMUs), Flight Management System (FMS) software upgrade, High Frequency radios with Automatic Linkage Establishments (HF/ALE) in the Mission Communications System (MCS). These modifications will be accomplished concurrently with depot maintenance input cycles to provide additional aircraft availability. For funding and scheduling purposes, the GATM program is broken out into 16 kits, each providing a unique capability; cumulatively, the completed installation of these kits results in a GATM capability for the two VC-25A aircraft.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	10	7.040	6	1.500								
KITS NONRECUR		17.754		0.680								
EQUIPMENT	10	4.475	[6]	3.300								
EQUIP NONREC												
CHANGE ORDERS												
DATA		2.971										
SIM/TRAINER												
SUPPORT-EQUIP												
GFE		0.023		0.142								
INSTALL												
TRAINING		0.060										
OGC				0.958		0.480						
OTHER		0.379										
SOFTWARE NONREC		1.340										

Fact Sheet: C-25 MN-9709 GATM PHASE II (Continued)

Projected Financial Plan Continued

		PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-00	1 KITS	1	1.100										
FY-02	4 KITS	2	0.450			[2]							
FY-03	5 KITS	1	0.021			[4]							
FY-04	6 KITS				1.500					[6]			
TOTAL INSTALL		4	1.571		1.500	6				6			
TOTAL COST (BP-1100) (Totals may not add due to rounding)		10	35.613	6	8.080		0.480						
INSTALLATION QTY		4				6				6			

Fact Sheet: C-25 MN-9709 GATM PHASE II (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									16	8.540
KITS NONRECUR										18.434
EQUIPMENT									[16]	7.775
EQUIP NONREC										
CHANGE ORDERS										
DATA										2.971
SIM/TRAINER										
SUPPORT-EQUIP										
GFE										0.165
INSTALL										
TRAINING										0.060
OGC										1.438
OTHER										0.379
SOFTWARE NONREC										1.340
INSTALLATION OF HARDWARE										
FY-00 1 KITS									[1]	1.100
FY-02 4 KITS									[4]	0.450
FY-03 5 KITS									[5]	0.021
FY-04 6 KITS									[6]	1.500
TOTAL INSTALL									16	3.071
TOTAL COST (BP-1100) (Totals may not add due to rounding)									16	44.173
INSTALLATION QTY									16	

Method of Implementation: CLS

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

Milestones

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

Fact Sheet: C-25 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																				2			2									6	
Output																							2			2							

	FY-06				FY-07				FY-08			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input					6							
Output				6				6				

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-04		FY-05		FY-06		FY-07		FY-08	
	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)												
SVC BULLETINS		3.815		0.001		2.022		0.897		0.952		1.000
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		3.815		0.001		2.022		0.897		0.952		1.000

Fact Sheet: C-25 MN-99999S SERVICE BULLETINS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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)										
SVC BULLETINS		1.000		1.000		1.000		0.000		11.687
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		1.000		1.000		1.000				11.687

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months Follow-On Lead Time: 0 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)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-40				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$0.172	$0.184	$0.194	$0.195	$0.000	$0.000	$0.000	$0.000

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.The modifications in FY06 will improve flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	0.1	0.1	0.1	0.1						0.3
	99999X	LOW COST MODIFICATIO	1.9	0.1	0.1	0.1						2.2
TOTAL FOR CLASS P			2.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	2.6
	Z88888	REPROGRAMMINGS	-1.8	0.1								
TOTAL FOR CLASS			-1.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL FOR WEAPON SYSTEM C-40			0.2	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	2.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 48	PAGE NO. 1	

Description/Justification

These are low cost modifications necessary to improve reliability, maintainability, safety 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-04		FY-05		FY-06		FY-07		FY-08	
	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				1.900		0.097		0.104		0.104		
TOTAL COST (BP-1100)				1.900		0.097		0.104		0.104		
(Totals may not add due to rounding)												

Fact Sheet: C-40 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										2.205
TOTAL COST (BP-1100)										2.205
(Totals may not add due to rounding)										

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 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$194.885	$136.403	$185.651	$180.843	$366.118	$516.405	$485.981	$453.829

This line item funds modifications to the 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 overall goal of the modifications budgeted in FY06 is for Avionics upgrades. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODI		0.0	0.1	1.5	1.0	1.3	1.9	1.9		7.7
TOTAL FOR CLASS P-S			0.0	0.0	0.1	1.5	1.0	1.3	1.9	1.9	0.0	7.7
P	11130	PODDED RECONNAISSAN	5.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5		18.4
	17605B	AUTOPILOT/GCAS	2.6	1.4	0.5							257.2
	1800	Advanced Tactical Airborne	2.0									2.0
	18600B	ELECTRICAL SYSTEM UP	3.4	0.6								96.6
	8220	ALR-69 (RWR)	0.4		15.8	38.9	53.1	41.1	20.7	9.0	3.1	231.2
	8385	AN/AAQ-22M (FLIR)	21.4	9.0								40.2
	8424	AEROSPACE RESCUE AN	8.2	18.2								64.5
	8448	BLEED AIR DUCT REPLAC	0.1									6.3
	8455	INSTALLATION OF AN/APN	17.6	2.9								58.5
	8517	C-130 AVIONICS MODERNI			50.6	87.7	188.0	357.7	427.4	417.7	1,325.2	2,854.2
	8520	NVIS	2.5	0.4								10.4
	8526	ENHANCED TCAS (TCAS II	34.4	3.6	13.8							176.3
	8561	SYNCHROPHASER WIRE (	2.6	2.2	1.8							20.7
	8577	ALE-47 CHAFF AND FLARE	9.3	3.4								34.3
	8578	C-130 SYSTEMS/STRUCTU		8.4	7.2	11.0	12.5	12.8	22.0	13.7	13.3	100.9
	8591	ALR-69 UPGRADE			11.1	11.5	10.1	10.4	1.6			44.7
	8629	LARGE AIRCRAFT INFRAR	42.2	26.9	7.2	9.8	78.8	64.7	3.7	1.0		271.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 49	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$194.885	$136.403	$185.651	$180.843	$366.118	$516.405	$485.981	$453.829

This line item funds modifications to the 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 overall goal of the modifications budgeted in FY06 is for Avionics upgrades. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
	8651	AAR-47 SENSOR UPGRAD	17.1	4.8	4.8							26.7
	8662	AETC MTD UPGRADES-FI		2.9								2.9
	8678	HC-130 SIMULATOR		0.7	29.5			0.2				30.4
	8726	USM-464 TESTER MODIFI	6.3		3.8							10.0
	9119	ARC-222 RADIOS	1.5									4.3
	9122	APN-241 RADAR - AFSOC	5.7	2.0	4.3	0.6						12.6
	9123	AC-130 KILL CHAIN ARC-1			2.8							2.8
	9124	CENTER WING BOX, AFSO				11.3	13.4					24.8
	9126	AC-130 LINK 16 GUNSHIP			24.4							24.4
	92291	HC-130J CONVERSION					0.5	21.4				21.8
	92292	C-130 WINDSCREEN				1.9						1.9
	92299	AFSOC SIMULATOR UPGR			4.2	1.0	2.7	0.6	0.1	0.2		8.7
	99999M	MISC SIMULATOR UPDAT			0.1	0.1	0.1	0.1	0.3	1.9		2.2
	99999S	SERVICE BULLETINS			0.1	0.1	0.1	0.1	1.9	1.9		4.2
	99999X	LOW COST MODIFICATIO	1.0		0.1	1.8	1.8	1.8	1.9	1.9		17.5
	SCOUT	ANG SENIOR SCOUT	11.3	3.0	3.3	3.4	3.8	3.9	4.0	4.0		54.0
	Z88888	REPROGRAMMINGS	0.0	45.6								
TOTAL FOR CLASS P			195.0	136.4	185.8	179.6	365.3	515.3	484.1	451.9	1,341.6	4,537.4
TOTAL FOR WEAPON SYSTEM C-130			195.0	136.4	185.9	181.0	366.3	516.6	486.0	453.8	1,341.6	4,545.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 49	PAGE NO. 2	

Description/Justification

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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		4.968										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		4.968										
(Totals may not add due to rounding)												

Fact Sheet: C-130 MN-_3773 NP2000 (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										4.968
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										4.968
(Totals may not add due to rounding)										

Method of Implementation:

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)															

Description/Justification

The Podded Reconnaissance System (PRS) modifies wing mounted pods containing reconnaissance systems for Air National Guard (ANG) F-16s and ANG C-130s. SCATHE VIEW is a low profile, situation awareness imagery system to be used by the Warfighter in low threat environments. The system consists of C-130s, modified to carry the sensor and operator pallet, an Electro-Optic/Infrared (EO/IR) imagery sensor, and a PC based ground processing station. The sensor and operator's operator pallet are easily moved from aircraft to aircraft. FY00 funds modify eight Reno Air National Guard (ANG) C-130s to carry identical imagery sensor suites and updates the USAFE operator pallets to a common configuration. The two (2) update kits are listed as change orders for funding purposes. Three suites of sensors are being purchased for the ANG.

Aircraft Breakdown: Active 0, Reserve 0, ANG 8, Total 8

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	8	0.800		0.573		0.431		0.484		0.486		0.501
KITS NONRECUR		0.808		4.827								
EQUIPMENT	3	5.410										
EQUIP NONREC		0.968										
CHANGE ORDERS	2	1.109										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 8 KITS	8	0.400										
TOTAL INSTALL	8	0.400										
TOTAL COST (BP-1100) (Totals may not add due to rounding)	8	9.495		5.400		0.431		0.484		0.486		0.501
INSTALLATION QTY	8											

Fact Sheet: C-130 MN-11130 PODDED RECONNAISSANCE SYSTEM (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS		0.517		0.530		0.536			8	4.858
KITS NONRECUR										5.635
EQUIPMENT									[3]	5.410
EQUIP NONREC										0.968
CHANGE ORDERS									[2]	1.109
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 8 KITS									[8]	0.400
TOTAL INSTALL									8	0.400
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		0.517		0.530		0.536			8	18.380
INSTALLATION QTY									8	

Method of Implementation: CONTRACT FIELD TEAM

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

Milestones

	FY-99	FY-00
Contract Date (Month/CY)		12/00
Delivery Date (Month/CY)		08/01

Installation Schedule

	FY-99				FY-00				FY-01			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input												8
Output												8

Description/Justification

This modification is a three part program. Part one- replaces the obsolete E-4 Autopilot system with the AYW-1 Autopilot and installs the Ground Collision Avoidance System (GCAS) on selected C-130 aircraft. Part two- replaces the obsolete E-4 Autopilot system with a dual AYW-1 Autopilot system and GCAS on MC-130H, AC-130U, and 3 C-130H(2) aircraft. Part three-replaces the obsolete Ground Proximity Warning System with the GCAS on selecetd C-130H and LC-130H aircraft. 631 kits bought but only 610 installed due to retirement of 13 C-130E, lost of an MC-130P, and decsison not to modify 7 Eaircraft to HC-130P configuration Extra kits will be used for spares.
PMD 2264(8), 7 Jul 99.

(Part One)

	ACC	AMC	AETC	AFRC	ANG	PACAF	USAFE	AFSOC	TOTAL
C-130E	1	40	30	24	57	13	19	4	188
C-130H		29				18			47
AC-130H								8	8
EC-130E	7				2				9
EC-130H	15								15
HC-130N				4					4
HC-130P	11		2	6	3				22
WC-130H				3					3
MC-130E				14					14
MC-130P			4		4			19	28
SUBTOTAL	34	69	36	58	66	31	19	31	237

(Part Two)

	AFSOC	ANG	AETC	TOTAL
AC-130U	13			13
MC-130H	21		3	24
C-130H(2)		3		3
SUBTOTAL	37	3	3	40

(Part Three)

	ANG	AFRC	AMC	TOTAL
C-130H	134	75	14	223
LC-130H	7			7
HC-130N	3			3
SUBTOTAL	144	75	14	233

FY00 kit buys are all autopilot kits (no GCAS) including 20 duals & 55 AFSOC/Spec Mission kits resulting in higher kit unit cost. FY00 was last contract option & required a 2 year install schedule due to # of AFSOC/Spec Mission a/c. Renegotiation would have resulted in even higher kit costs (est 30-50% incr due to contractor shut down and tool-up time.

Aircraft Breakdown: Active 264, Reserve 133, ANG 213, Total 610

Development Status

N/A.

Fact Sheet: C-130 MN-17605B AUTOPILOT/GCAS (Continued)

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	620	27.406										
KITS NONRECUR	11	8.132										
EQUIPMENT	620	75.361										
EQUIP NONREC	11	37.750										
CHANGE ORDERS		7.861										
DATA		11.074										
SIM/TRAINER	16	7.750										
SUPPORT-EQUIP		6.410										
OGC		0.033										
SOFTWARE		7.318										
WARRANTY		2.533										
FLT TEST		0.970										
T.O. Printing		0.309										
TRAINING												
ICS		0.550		0.743				0.468				
OTHER REPROG												
OGC		1.793										
PMA		7.813		0.511		0.267						
INSTALLATION OF HARDWARE												
FY-92 1 KITS	1	0.001										
FY-94 111 KITS	111	5.041										
FY-96 148 KITS	148	14.163										
FY-97 116 KITS	116	8.813										
FY-98 65 KITS	65	3.661										
FY-99 79 KITS	79	5.397										
FY-00 111 KITS	81	12.673	[5]	1.318	[4]	1.118						
TOTAL INSTALL	601	49.749	5	1.318	4	1.118						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	631	252.812		2.572		1.385		0.468				
INSTALLATION QTY	601		5		4							

Fact Sheet: C-130 MN-17605B AUTOPILOT/GCAS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									620	27.406
KITS NONRECUR									11	8.132
EQUIPMENT									[620]	75.361
EQUIP NONREC									[11]	37.750
CHANGE ORDERS										7.861
DATA										11.074
SIM/TRAINER									[16]	7.750
SUPPORT-EQUIP										6.410
OGC										0.033
SOFTWARE										7.318
WARRANTY										2.533
FLT TEST										0.970
T.O. Printing										0.309
TRAINING										
ICS										1.761
OTHER REPROG										
OGC										1.793
PMA										8.591
INSTALLATION OF HARDWARE										
FY-92 1 KITS									[1]	0.001
FY-94 111 KITS									[111]	5.041
FY-96 148 KITS									[148]	14.163
FY-97 116 KITS									[116]	8.813
FY-98 65 KITS									[65]	3.661
FY-99 79 KITS									[79]	5.397
FY-00 111 KITS									[90]	15.109
TOTAL INSTALL									610	52.185
TOTAL COST (BP-1100) (Totals may not add due to rounding)									631	257.237
INSTALLATION QTY									610	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 24 Months Follow-On Lead Time: 12 Months

Milestones

	FY-91	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)		06/92		09/94		06/96	03/97	06/98	01/99	12/99
Delivery Date (Month/CY)		06/94		06/95		06/97	03/98	06/99	01/00	12/00

Fact Sheet: C-130 MN-17605B AUTOPILOT/GCAS (Continued)

Installation Schedule

	FY-91				FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98			
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	8	8	8	7	16	17	16	17	10	10	10	11	18	17	18	17
Output							1									1	8	8	8	7	16	17	16	17	10	10	10	11	18	17	18	17

	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
Input	38	38	34	33	26	26	26	26	18	18	19	19	11	11	11	12	7	6	6	6	2	2	1		2	2		
Output	38	38	34	33	26	26	26	26	18	18	19	19	11	11	11	12	7	6	6	6	2	2	1		2	2		

Description/Justification

The ATAC system has been designed to negate the requirement for dedicated group "A" airframe modifications by using a rapid install paratroop door installation methodology which permits integrated sensor suites to be installed on a C-130 in minutes, while achieving a 360 degree Field of View (FOV). Implementation of this capability will achieve United States Special Operations Command (USSOCOM), United States Marine Corp (USMC), and Air National Guard (ANG) objectives to rapidly field advanced C4ISR capabilities in support of homeland security and global asymmetrical counter terrorism operations providing SOF operators with enhanced readiness, intelligence, communications, flexibility, and cost effectiveness.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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				2.000								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				2.000								
(Totals may not add due to rounding)												

Fact Sheet: C-130 MN-1800 Advanced Tactical Airborne C4ISR Systems (ATACS) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										2.000
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										2.000
(Totals may not add due to rounding)										

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)															

Description/Justification

This mod upgrades the C-130 electrical power system that was designed in the 1950's. Modern avionic systems are dependent on solid-state circuits and computer support which makes them more susceptible to disruptive electrical transients/spikes within the system. The C-130 will continue to be a viable part of the airlift forces into the next century and will need 'clean' electrical power for new avionics systems to operate properly and reliably. PMD 2264(2). AFSOC: 4E's ACC: 1E, 4ECE's, 15 ECH's, 11 HP's AETC: 3E's, 2 HP's AFRC: 24E's, 55H's, 4HN's, 6HP's, 3WH's AMC: 33E's, 29H's ANG: 42E's, 104H's, 3HN's, 3HP's, 7LH's PACAF: 13 E's, 18H's USAFE: 4E's. Total buy was 437; revised installation total is 388 based HQ AMC decision to not modify C-130E aircraft scheduled retirement.

Aircraft Breakdown: Active 137, Reserve 92, ANG 159, Total 388

Development Status

N/A..

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	433	58.607										
KITS NONRECUR	4	2.567										
EQUIPMENT	257	6.336										
EQUIP NONREC												
CHANGE ORDERS		2.111				0.010						
DATA		3.351				0.030						
SIM/TRAINER												
SUPPORT-EQUIP		0.079										
FLIGHT TEST		0.110										
REFURB												
WARRANTY				0.200		0.125						
OGC		3.053				0.006						
DEPOT						0.378						
OTHER		0.209										
PMA		2.796		1.700		0.043						
RECISSION Alignment												

Fact Sheet: C-130 MN-18600B ELECTRICAL SYSTEM UPGRADE (Continued)

Projected Financial Plan Continued

		PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-92	2 KITS	2	0.101										
FY-93	2 KITS	2	0.109										
FY-94	62 KITS	62	2.202										
FY-95	22 KITS	22	0.962										
FY-96	42 KITS	42	2.401										
FY-97	54 KITS	54	3.900										
FY-99	73 KITS	73	2.214										
FY-00	180 KITS	73	1.556	[58]	1.493								
TOTAL INSTALL		330	13.445	58	1.493								
TOTAL COST (BP-1100) (Totals may not add due to rounding)		437	92.664		3.393		0.592						
INSTALLATION QTY		330		58									

Fact Sheet: C-130 MN-18600B ELECTRICAL SYSTEM UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									433	58.607
KITS NONRECUR									4	2.567
EQUIPMENT									[257]	6.336
EQUIP NONREC										
CHANGE ORDERS										2.121
DATA										3.381
SIM/TRAINER										
SUPPORT-EQUIP										0.079
FLIGHT TEST										0.110
REFURB										
WARRANTY										0.325
OGC										3.059
DEPOT										0.378
OTHER										0.209
PMA										4.539
RECISSION Alignment										
INSTALLATION OF HARDWARE										
FY-92 2 KITS									[2]	0.101
FY-93 2 KITS									[2]	0.109
FY-94 62 KITS									[62]	2.202
FY-95 22 KITS									[22]	0.962
FY-96 42 KITS									[42]	2.401
FY-97 54 KITS									[54]	3.900
FY-99 73 KITS									[73]	2.214
FY-00 180 KITS									[131]	3.049
TOTAL INSTALL									388	14.938
TOTAL COST (BP-1100) (Totals may not add due to rounding)									437	96.649
INSTALLATION QTY									388	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 12 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
Contract Date (Month/CY)			06/94	06/94	06/95	06/96	12/96		12/98	12/99	12/00	12/01	12/02	12/03
Delivery Date (Month/CY)			06/95	06/95	06/96	06/97	12/97		12/99	12/00	12/01	12/02	12/03	12/04

Fact Sheet: C-130 MN-18600B ELECTRICAL SYSTEM UPGRADE (Continued)

Installation Schedule

	FY-91				FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98		
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	9	9	9		
Output																					1	1				1	1	9	9	9		

	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
Input	20	20	20	20	20	20	21	21	28					25	26	15	15	14	14	15	15	14	14	
Output	20	20	20	20	20	20	21	21	28					25	26	15	15	14	14	15	15	14	14	

Description/Justification

Modification upgrades the fuel quantity system on early (FY73-74) E/C-130H aircraft by installing externally mounted fuel probes. These are the same probes installed on the later H-model aircraft, so no new development is required. Installation of the external probes is accomplished by installation of a new outer wing (when available from retiring E-models) which already have external probes. 12 EC-130H are also receiving digital fuel quantity indicators. Modification decreases maintenance hours approximately 90 hours per probe due to improved accessibility and increases MTBF of the fuel indicators to 3500 hours. PMD 2265(4), Appendix M. ACC: 12 ECH Compass Call; AMC: 29 H-1, 1 Prototype (H1 Wing); PACAF: 18 H-1. Install costs for FY03 much higher than previous years due to previous years modifications were done in conjunction with Programmed Depot Maintenance (PDM). Aircraft for FY03 are being done as drop-in maintenance, not in conjunction with PDM.

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

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	61	2.721										
KITS NONRECUR	1	0.870										
EQUIPMENT	61	2.487										
EQUIP NONREC	1	0.100										
CHANGE ORDERS												
DATA		0.023										
SIM/TRAINER												
SUPPORT-EQUIP												
SHIPPING FIXTURES		0.536										
OTHER		0.212										

Fact Sheet: C-130 MN-18603B FUEL QTY SYS UPGRADE ON C-130H (Continued)

Projected Financial Plan Continued

		PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-92	3 KITS	3	0.301										
FY-93	11 KITS	11	2.605										
FY-94	20 KITS	20	4.248										
FY-99	7 KITS	7	1.060										
FY-00	5 KITS	5	0.789										
FY-01	8 KITS	8	0.924										
FY-02	6 KITS	6	0.377										
FY-03	2 KITS	2	1.085										
TOTAL INSTALL		62	11.389										
TOTAL COST (BP-1100) (Totals may not add due to rounding)		62	18.338										
INSTALLATION QTY		62											

Fact Sheet: C-130 MN-18603B FUEL QTY SYS UPGRADE ON C-130H (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									61	2.721
KITS NONRECUR									1	0.870
EQUIPMENT									[61]	2.487
EQUIP NONREC									[1]	0.100
CHANGE ORDERS										
DATA										0.023
SIM/TRAINER										
SUPPORT-EQUIP										
SHIPPING FIXTURES										0.536
OTHER										0.212
INSTALLATION OF HARDWARE										
FY-92 3 KITS									[3]	0.301
FY-93 11 KITS									[11]	2.605
FY-94 20 KITS									[20]	4.248
FY-99 7 KITS									[7]	1.060
FY-00 5 KITS									[5]	0.789
FY-01 8 KITS									[8]	0.924
FY-02 6 KITS									[6]	0.377
FY-03 2 KITS									[2]	1.085
TOTAL INSTALL									62	11.389
TOTAL COST (BP-1100) (Totals may not add due to rounding)									62	18.338
INSTALLATION QTY									62	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 18 Months Follow-On Lead Time: 6 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
Contract Date (Month/CY)		03/92	03/93	03/94					12/98	12/99	12/00	12/01
Delivery Date (Month/CY)		09/93	09/93	09/94					06/99	06/00	06/01	06/02

Fact Sheet: C-130 MN-18603B FUEL QTY SYS UPGRADE ON C-130H (Continued)

Installation Schedule

	FY-91				FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98		
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	3	2	5	1	1	3	2
Output																			1		1	1	2			1	3	2	5	1	1	3

	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												
Input	2	1	4	1	2	2	2	1	3	1	5	1	4	3	3	2		2														
Output	2	2	1	4	1	2	2	2	1	3	1	5	1	4	3	3	2		2													

Description/Justification

The T56 engine upgrade portion of this program converts T56-7 and T56-14C engines to T56-15 configuration. The result will be a significant increase in engine performance and reliability. Four QEC configurations are involved: the basic-15 configuration with and without Oil Cooler Augmentation (OCA), and SOF-15 configuration with and without OCA. The QEC quantity will be 30ea. When engine kits are received, QEC and engine kits will be installed/integrated to produce ready for install (RFI) engines.

The SOF requirement on the 6040 Mod is as follows:
Currently, there are three configurations of QEC kits across the AFSOC fleet of C-130s. MC-130H and AC-130U have 60/90 KVA Generator and OCA; AC-130H and MC-130E have 60/90 KVA Generator and no OCA; and MC-130P has 40/60 KVA Generator and no OCA. This modification will begin to standardize the QEC kit configuration equal to that of MC-130H and AC-130U. Procurement of both Group A and B kits and spares are required to establish standard QEC across the SOF C-130 fleet. Funding for this requirement is from two sources: AF funds the OCA portion of the QEC and SOCOM funds the 60/90 KVA portion of the QEC. Presently, only the MC-130E and AC-130H are being funded using FY03 Congressional Add.

Aircraft Breakdown: Active 56, Reserve 5, ANG 13, Total 74

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	71	8.087										
KITS NONRECUR	3	1.043										
EQUIPMENT	41	7.144										
EQUIP NONREC	3	1.028										
CHANGE ORDERS		2.642										
DATA		1.610										
SIM/TRAINER												
SUPPORT-EQUIP		0.224										
SPARES	25	1.165										
OGC		0.677										
T.O. Printing		0.150										

Fact Sheet: C-130 MN-6040 ENGINES (Continued)

Projected Financial Plan Continued

		PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-00	10 KITS	10	0.390										
FY-01	20 KITS	20											
FY-02	22 KITS	22	0.692										
FY-03	22 KITS	22	0.223										
TOTAL INSTALL		74	1.305										
TOTAL COST (BP-1100) (Totals may not add due to rounding)		74	25.075										
INSTALLATION QTY		74											

Fact Sheet: C-130 MN-6040 ENGINES (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									71	8.087
KITS NONRECUR									3	1.043
EQUIPMENT									[41]	7.144
EQUIP NONREC									[3]	1.028
CHANGE ORDERS										2.642
DATA										1.610
SIM/TRAINER										
SUPPORT-EQUIP										0.224
SPARES									[25]	1.165
OGC										0.677
T.O. Printing										0.150
INSTALLATION OF HARDWARE										
FY-00 10 KITS									[10]	0.390
FY-01 20 KITS									[20]	
FY-02 22 KITS									[22]	0.692
FY-03 22 KITS									[22]	0.223
TOTAL INSTALL									74	1.305
TOTAL COST (BP-1100) (Totals may not add due to rounding)									74	25.075
INSTALLATION QTY									74	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 0 Months

Milestones

	FY-99	FY-00	FY-01
Contract Date (Month/CY)			01/01
Delivery Date (Month/CY)			01/02

Installation Schedule

	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
Input											5	5	7	10	10	15	5	5	6	6				
Output											2	2	7	5	11	11	6	11	7	6	6			

Description/Justification

CSAF validated C-MNS implemented by SAF/AQQ 25/2282 Msg PMD. Aircrews flying missions in support of Operation Joint Forge in the Bosnia AOR, are being subjected to an increasing level of electronic threats which need to be modified so not to impact our worldwide airlift mission PMD 2264 (3). Installs Radar Warning Receiver, RWR, on 366 C-130 aircraft. Provides airborne warning of radar directed AAA, Air-Interceptors, and Surface-to-Air threats. Completes C-130 fleet for all aircraft already equipped with Airlift Defensive Systems (ADS). FY95 - ANG provided 2 group B as GFE at no cost to the mod program. Kit unit found Group B assets that belonged to the C-130 RWR program, that's why FY98 and FY99 group B costs are low. In FY99 HQ AMC pulled most of the funding for other programs. Beginning in FY 03 funding was reinstated, during this time ALR-69 evolved into ALR-69A (commonly called PLAID). HQ AMC's requirement is to upgrade existing aircraft to the new ALR-69A configuration and modify selected aircraft to this configuration. This new requirement required NRE funds for two trial installation kits and two kit proofs. Estimated NRE costs (FY03 dollars) are $3M.

Aircraft Breakdown: Active 122, Reserve 92, ANG 153, Total 367

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	85	4.497					13	3.250	73	18.250	98	24.500
KITS NONRECUR	2	4.091						2.000		0.519		0.375
EQUIPMENT	83	16.202					[13]	6.019	[73]	16.060	[98]	20.874
EQUIP NONREC	2	0.640						0.500				
CHANGE ORDERS		2.935						0.100		1.000		0.500
DATA		1.903						1.000		0.640		0.579
SIM/TRAINER	2	2.784					[1]	1.813	[1]	0.357	[1]	0.339
SUPPORT-EQUIP		8.237						0.460		0.460		0.460
OGC		0.573		0.374				0.670		0.836		0.891
FLT TEST		0.005										
T.O. Printing		0.011		0.020								
RECISSION Alignment												

Fact Sheet: C-130 MN-8220 ALR-69 (RWR) (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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	0.148										
FY-00 1 KITS	1	0.044										
FY-06 13 KITS									[13]	0.813		
FY-07 73 KITS											[73]	4.563
FY-08 98 KITS												
FY-09 59 KITS												
FY-10 27 KITS												
FY-11 9 KITS												
FY-12 1 KITS												
TOTAL INSTALL	87	7.158							13	0.813	73	4.563
TOTAL COST (BP-1100) (Totals may not add due to rounding)	87	49.036		0.394			13	15.812	73	38.935	98	53.081
INSTALLATION QTY	87								13		73	

Fact Sheet: C-130 MN-8220 ALR-69 (RWR) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	59	14.750	27	6.750	9	2.250	1	0.250	365	74.497
KITS NONRECUR									2	6.985
EQUIPMENT	[59]	17.523	[27]	8.073	[9]	3.270	[1]	0.366	[363]	88.387
EQUIP NONREC									[2]	1.140
CHANGE ORDERS		0.500								5.035
DATA		0.329		0.500		0.302				5.253
SIM/TRAINER	[1]	0.300	[2]	0.658			[1]	0.190	[9]	6.441
SUPPORT-EQUIP		0.460		0.047		0.523		0.139		10.786
OGC		1.149		1.000		1.000		0.500		6.993
FLT TEST										0.005
T.O. Printing										0.031
RECISSION Alignment										
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]	0.148
FY-00 1 KITS									[1]	0.044
FY-06 13 KITS									[13]	0.813
FY-07 73 KITS									[73]	4.563
FY-08 98 KITS	[98]	6.125							[98]	6.125
FY-09 59 KITS			[59]	3.688					[59]	3.688
FY-10 27 KITS					[27]	1.685			[27]	1.685
FY-11 9 KITS							[9]	1.311	[9]	1.311
FY-12 1 KITS							[1]	0.314	[1]	0.314
TOTAL INSTALL	98	6.125	59	3.688	27	1.685	10	1.625	367	25.657
TOTAL COST (BP-1100) (Totals may not add due to rounding)	59	41.136	27	20.716	9	9.030	1	3.070	367	231.210
INSTALLATION QTY	98		59		27		10		367	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months Follow-On Lead Time: 12 Months

Fact Sheet: C-130 MN-8220 ALR-69 (RWR) (Continued)

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

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																3	3	3	4	18	18	18	19
Output					1				1																3	3	3	4	18	18	18	19

	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
Input	25	25	24	24	14	15	15	15	6	7	7	7	2	2	3	3
Output	25	25	24	24	14	15	15	15	6	7	7	7	2	2	3	3

Description/Justification

The Forward Looking Infrared (FLIR) modification is procuring and installing Q-36 FLIR systems for 24 active duty and reserve HC-130P/N combat search and rescue (CSAR) aircraft. ANG HC-130s have already been upgraded with the Q-36 systems. The Q-36 FLIR is a state-of-the-art system that will provide improved ability to navigate, detect obstacles/hazards when flying at low altitude, and acquire/identify survivors at night. FY03 and FY04 funded the acquisition of the Q-36 modification kits and installs. FY05 funds will fund the efforts required to complete the Q-36 fleet modification including update of technical data and drawings, procurement of support equipment, installation of a co-pilot control panel, correction of flight path vectoring problems, and correction of video converter reliability problems. The co-pilot radar control switching panel and the video distribution converter fixes in FY05 invlove hardware changes, but these will be organizational and intermediate (O&I) level installs that do not require install funding.

Aircraft Breakdown: Active 18, Reserve 14, ANG 2, Total 34

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	8	0.853	23	2.975								
KITS NONRECUR	3	1.808										
EQUIPMENT	8	3.306	[23]	7.847								
EQUIP NONREC	3	1.253										
CHANGE ORDERS						1.400						
DATA		0.315				1.400						
SIM/TRAINER			[1]	1.111		1.200						
SUPPORT-EQUIP				0.055		0.500						
SPARES			[4]	2.177								
FLIGHT TEST		0.012				0.600						
OGC		0.021				0.550						
WARRANTY						3.380						
PMA		1.141		0.143								
INSTALLATION OF HARDWARE												
FY-96 8 KITS	8	0.836										
FY-01 2 KITS	2	0.260										
FY-03 1 KITS			[1]									
FY-04 23 KITS			[23]	7.054								
TOTAL INSTALL	10	1.096	24	7.054								
TOTAL COST (BP-1100) (Totals may not add due to rounding)	11	9.805	23	21.362		9.030						
INSTALLATION QTY	10		2		14							

Fact Sheet: C-130 MN-8385 AN/AAQ-22M (FLIR) (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									31	3.828
KITS NONRECUR									3	1.808
EQUIPMENT									[31]	11.153
EQUIP NONREC									[3]	1.253
CHANGE ORDERS										1.400
DATA										1.715
SIM/TRAINER									[1]	2.311
SUPPORT-EQUIP										0.555
SPARES									[4]	2.177
FLIGHT TEST										0.612
OGC										0.571
WARRANTY										3.380
PMA										1.284
INSTALLATION OF HARDWARE										
FY-96 8 KITS									[8]	0.836
FY-01 2 KITS									[2]	0.260
FY-03 1 KITS									[1]	
FY-04 23 KITS									[23]	7.054
TOTAL INSTALL									34	8.150
TOTAL COST (BP-1100) (Totals may not add due to rounding)									34	40.197
INSTALLATION QTY									34	

Method of Implementation: DEPOT

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

Milestones

	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)		09/96					06/02				06/05
Delivery Date (Month/CY)		12/97					01/03				06/06

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	2	2																				
Output									2	2	2	2																				

	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
Input		1		1		1		1	3	4	3	4	3		2	3				
Output			1		1		1		3	3	3	4	3	2		2	3			

Description/Justification

This CSAF-directed program converts 12 C-130 type aircraft (EC-130, WC-130, etc) to a combat rescue/helicopter air-refueling (HC-130P) configuration. Program requirement is to increase the number of aircraft in this Low Density High Demand fleet to the minimum necessary to meet AEF requirements in support of the worldwide combat rescue mission. Two initial conversions were completed under a previous contract leaving 10 additional conversions to be completed starting in FY03. The original program planned to use WC-130Hs as the baseline conversion aircraft. However, delays in the availability of WC-130Hs resulted in a change in the acquisition strategy, and the program was restructured in Jul 02 to utilize a combination of EC-130E and WC-130H aircraft. There will be one EC-130 trial install in FY03 followed by three production install options in FY04 and FY05. There will be one WC-130 trial install in FY05 followed by one production install option in FY06. Increased costs of converting EC-130E vice WC-130H aircraft created a program disconnect.

Aircraft Breakdown: Active 3, Reserve , ANG 0, Total 3

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR	3	21.346				16.007						
EQUIPMENT	1	0.818										
EQUIP NONREC	2	6.726										
CHANGE ORDERS		0.150		0.752								
DATA		3.441		0.000		1.065						
SIM/TRAINER				0.167								
SUPPORT-EQUIP												
FLIGHT TEST		0.111		0.010		0.075						
OTHER				5.633								
INSTALL												
OGC		4.431		1.637		1.025						
INSTALLATION OF HARDWARE												
FY-98 1 KITS	1	1.092										
FY-99 1 KITS	1											
FY-03 1 KITS	1											
FY-05 0 KITS					[2]							
TOTAL INSTALL	3	1.092			2							
TOTAL COST (BP-1100) (Totals may not add due to rounding)	3	38.115		8.199		18.172						
INSTALLATION QTY	3											

Fact Sheet: C-130 MN-8424 AEROSPACE RESCUE AND RECOVERY (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR									3	37.353
EQUIPMENT									[1]	0.818
EQUIP NONREC									[2]	6.726
CHANGE ORDERS										0.902
DATA										4.506
SIM/TRAINER										0.167
SUPPORT-EQUIP										
FLIGHT TEST										0.196
OTHER										5.633
INSTALL										
OGC										7.093
INSTALLATION OF HARDWARE										
FY-98 1 KITS									[1]	1.092
FY-99 1 KITS									[1]	
FY-03 1 KITS									[1]	
FY-05 0 KITS									[2]	
TOTAL INSTALL									5	1.092
TOTAL COST (BP-1100) (Totals may not add due to rounding)									3	64.486
INSTALLATION QTY									3	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 1 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
Contract Date (Month/CY)								07/03	05/04
Delivery Date (Month/CY)								08/03	05/05

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				1																1
Output																			1	1												

	FY-04				FY-05			
Quarter	1	2	3	4	1	2	3	4
Input								
Output							1	

Description/Justification

Installation of Northrop/Grumman Low Power Color Radar (AN/APN-241) on 4 ANG LC-130H (FY97), 14 HC-130Ps and 36 C-130H(2)s. The LC-130Hs are complete. On LC-130Hs, in conjunction with installation of the APN-241, the mod added electronic flight instruments and satellite communications systems. On the Moddy AFB HC-130Ps the mod installs the APN-241 and removes the ARD-17 aerial tracker system, the APX-65 interrogator system, and Cook radome, and replaces the Fulton radomes with bullet nose radomes. Program provided interim contract support funds through FY00 as BP11 3010. Funding for ICS transferred to BP16 in FY01-FY04. One trial install in FY99 is required for the HC-130Ps at Moody AFB, one trial install is required for the tanker conversions in FY00, and one trial is required for C-130H(2) in FY01. Red Blocks for kits in FY04 and FY06 is due to 10 aircraft installs in FY06 are being paid for with FY04 funds as this is a Congressional Add.

LC-130H -4
HC-130P Tanker Conversion - 2
HC-130P (Moody) - 12
C-130H(2) Kulis - 8
C-130H(2) Reno - 8
C-130H(2) Schnectady - 4
C-130H(2) St Joseph - 8
C-130H(2) Nashville - 8

Aircraft Breakdown: Active 14, Reserve , ANG 40, Total 54

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	37	3.061	10	0.500								
KITS NONRECUR	7	1.675										
EQUIPMENT	37	19.833	[10]	5.457								
EQUIP NONREC	7	6.138										
CHANGE ORDERS												
DATA		1.600										
SIM/TRAINER												
SUPPORT-EQUIP				9.644								
SPARES												
OGC		0.814		0.100								
PMA		0.483		0.325		0.460						
T.O. Printing		0.013										
ICS		2.741										

Fact Sheet: C-130 MN-8455 INSTALLATION OF AN/APN-241 (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RECISSION Alignment												
FLIGHT TEST		0.160										
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 7 KITS	7	0.203										
FY-02 15 KITS					[15]	2.430						
FY-03 4 KITS	1	0.050	[3]	0.240								
FY-04 10 KITS			[10]	1.372								
TOTAL INSTALL	26	1.467	13	1.612	15	2.430						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	44	37.985	10	17.638		2.890						
INSTALLATION QTY	26		3		15							

Fact Sheet: C-130 MN-8455 INSTALLATION OF AN/APN-241 (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									47	3.561
KITS NONRECUR									7	1.675
EQUIPMENT									[47]	25.290
EQUIP NONREC									[7]	6.138
CHANGE ORDERS										
DATA										1.600
SIM/TRAINER										
SUPPORT-EQUIP										9.644
SPARES										
OGC										0.914
PMA										1.268
T.O. Printing										0.013
ICS										2.741
RECISSION Alignment										
FLIGHT TEST										0.160
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 7 KITS									[7]	0.203
FY-02 15 KITS									[15]	2.430
FY-03 4 KITS									[4]	0.290
FY-04 10 KITS									[10]	1.372
TOTAL INSTALL									54	5.509
TOTAL COST (BP-1100) (Totals may not add due to rounding)									54	58.513
INSTALLATION QTY									54	

Method of Implementation: COMBINATION

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

Milestones

	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)		07/97		10/98	06/00			08/03
Delivery Date (Month/CY)		03/98		06/99	02/01			10/04

Fact Sheet: C-130 MN-8455 INSTALLATION OF AN/APN-241 (Continued)

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	3	2	2	1	2	1			
Output						1	2	1									1		1		3	3	3	3		2	2	1	2	1			

	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	1	1	1		4	4	4	3	3	2	3	2				
Output		1	1	1		4	4	4	3	3	2	3	2			

Description/Justification

This modification will incorporate Navigation Safety, Global Air Traffic Management (GATM), various other RM&S upgrades and C-130 Broad Area Review requirements in conjunction with the TCAS, TAWS, replace the APN-59 Radar or the APQ-175 Radar, replace N-1/C-12 Compass systems, provide dual autopilots, install dual Flight Management Systems and provide HF/UHF/VHF Datalink. Following this modernization, the AF's 490 C/AC/EC/HC/LC/MC-130s will be fully GATM and Nav/Safety compliant.

The C-130 fleet consists of approximately 14 models with multiple variants within each model. Multiple models and configurations result in large logistics support and aircrew training inefficiencies, as well as, complicates unit interoperability at forward operating locations.

Maintainability/supportability costs are increasing at a rate much faster than inflation. Delaying this modification will result in increased RM&S costs and our inability to meet mandated Nav/Safety and GATM requirements. Aircraft not GATM compliant will be denied access to international air space.

The C-130 fleet with its many different mission design series (MDS) will require the development of specific kit designs for each MDS or groups of similar MDSs. Starting in FY01, each MDS will proceed through its own development and production sequence in parallel. By staggering the development into sequential blocks of MDSs, it is expected that during the early years of the program some MDS designs will be early in the design phase, while other previously-designed MDSs will be in trial installation, kit proof, or production. This waterfall-like approach to AMP will result in an orderly sequencing of development and production for many different MDSs. Development of each MDS will be sequenced in time to take advantage of developing 'core kit' designs, and then later expanding those designs to special mission variants based upon the core kit. In this manner, lessons learned from early MDSs will be applied to subsequent MDSs to reduce program risk.

Aircraft Breakdown: Active 160, Reserve 114, ANG 180, Total 454

Development Status

Contract was awarded 30 July 2001. The Integrated Baseline Review (IBR) was completed in late January 02. The Core Systems Requirements Review (SRR) and the Software Specification Review (SSR) were successfully completed in FY02. A Restructure Engineering Change Proposal (ECP) 1302 was awarded to Boeing 20 Aug 03. The ECP rebaselines the program due to funding reductions in FYs 03/04 resulting in delays in the System Development and Demonstration program for up to 2 years. Another IBR was completed in late February 04. Other program events taking place in FY04 included the completion of the Core Hardware and Software in-process Preliminary Design Working Groups, Core Hardware ICDWG (Combat Delivery/Tanker) and Talon Hardware IPDWG.

Development activities for FY04 and FY05 focused upon AMP architecture refinement and kit development for combat delivery and special mission aircraft, and development of Common Avionics Architecture for Penetration (CAAP) capabilities designed to be integrated into some special mission aircraft concurrent with AMP. In FY04, planning began for the trial installs of the C-130H2 and MC-130H with the installs occurring in FY05. The Software Specification Review is scheduled for FY05 and the Preliminary Design Review and Critical Design Review are scheduled in FY06.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		223.015		103.777	[3]	150.901	[4]	233.028	[2]	217.602	[2]	171.130
PROCUREMENT (3010)												
INSTALL KITS							4	10.856	13	8.562	33	12.468
KITS NONRECUR												
EQUIPMENT							[4]	24.455	[13]	43.442	[33]	91.990
EQUIP NONREC												
CHANGE ORDERS								2.185		3.178		7.960
DATA								0.023		0.034		0.070

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SIM/TRAINER											[1]	4.500
SUPPORT-EQUIP								8.938		14.336		30.613
								2.569		4.173		8.606
								0.008		0.011		0.024
								0.401		0.584		1.204
								0.195		0.284		2.000
								0.929		1.352		2.788
INSTALLATION OF HARDWARE												
FY-06 4 KITS									[4]	11.711		
FY-07 13 KITS											[13]	25.807
FY-08 33 KITS												
FY-09 60 KITS												
FY-10 65 KITS												
FY-11 69 KITS												
FY-12 75 KITS												
FY-13 75 KITS												
FY-14 51 KITS												
FY-15 9 KITS												
TOTAL INSTALL									4	11.711	13	25.807
TOTAL COST (BP-1100) (Totals may not add due to rounding)							4	50.559	13	87.667	33	188.030
INSTALLATION QTY									4		13	

Fact Sheet: C-130 MN-8517 C-130 AVIONICS MODERNIZATION PROGRAM (AMP) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		88.041		38.901					[11]	1226.395
PROCUREMENT (3010)										
INSTALL KITS	60	24.634	65	31.276	69	29.194	210	82.875	454	199.865
KITS NONRECUR										
EQUIPMENT	[60]	173.163	[65]	206.712	[69]	202.995	[210]	657.647	[454]	1400.404
EQUIP NONREC										
CHANGE ORDERS		12.305		13.400		14.200		32.907		86.135
DATA		0.131		0.153		0.151		0.495		1.057
SIM/TRAINER	[1]	2.800	[1]	14.900	[2]	21.920	[9]	82.223	[14]	126.343
SUPPORT-EQUIP										
		58.672		68.753		61.200		215.285		457.797
		16.169		16.910		16.610		50.624		115.661
		0.044		0.052		0.051		0.167		0.357
		2.262		2.645		2.608		8.536		18.240
		3.600		5.800		4.900		4.407		21.186
		6.740		6.125		6.040		19.769		43.743
INSTALLATION OF HARDWARE										
FY-06 4 KITS									[4]	11.711
FY-07 13 KITS									[13]	25.807
FY-08 33 KITS	[33]	57.166							[33]	57.166
FY-09 60 KITS			[60]	60.674					[60]	60.674
FY-10 65 KITS					[65]	57.824			[65]	57.824
FY-11 69 KITS							[69]	61.830	[69]	61.830
FY-12 75 KITS							[75]	54.920	[75]	54.920
FY-13 75 KITS							[75]	40.735	[75]	40.735
FY-14 51 KITS							[51]	8.365	[51]	8.365
FY-15 9 KITS							[9]	4.365	[9]	4.365
TOTAL INSTALL	33	57.166	60	60.674	65	57.824	279	170.215	454	383.397
TOTAL COST (BP-1100) (Totals may not add due to rounding)	60	357.686	65	427.400	69	417.693	210	1325.150	454	2854.185
INSTALLATION QTY	33		60		65		279		454	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months Follow-On Lead Time: 12 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)							10/03	10/04	10/05	10/06	10/07	10/08	10/09	10/10	10/11
Delivery Date (Month/CY)							10/04	10/05	10/06	10/07	10/08	10/09	10/10	10/11	10/12

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

Milestones Continued

Delivery Date (Month/CY) 10/13 10/14

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					4				13				33				60				65				69				75			
Output					1	1	1	1	3	3	3	4	8	8	8	9	15	15	15	15	17	16	16	16	18	17	17	17	15	20	20	20

	FY-14				FY-15				FY-16			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input	75				51				9			
Output	18	19	19	19	12	13	13	13	3	3	2	1

Description/Justification

Provide a less expensive mod kit for Night Vision Imaging System (NVIS) mission capability for HC-130 combat rescue aircraft. One-Phase program: Contractors will compete in a Technically Acceptable Price/Performance Trade-off (TAPPT) Source Selection. This will lead to selection of the kit considered to be best value/cost effective for the AF and award of a contract for the selected prototype kit for development and production of follow-on kits. The kit costs and installation costs have variances due to the differences in the type of kits and the various aircraft in which they will be installed. Some of the aircraft already have portions of this mod accomplished , and, therefore, only need certain portion of the full kits and/or installation.

Note: Installation schedule and funding does not match because program has experienced longer lead time for kits than originally projected.
30 Kits was procured, only 29 wll be installed because one extra kits was procured for Tanker Conversion program which has been post-poned.

Aircraft Breakdown: Active 18, Reserve 5, ANG 6, Total 29

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	20	1.596	9	1.548								
KITS NONRECUR	1	0.802										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		0.999		0.171								
DATA		1.752		0.300		0.398						
SIM/TRAINER												
SUPPORT-EQUIP		0.167										
WARRANTY												
FLIGHT TEST		0.081										
OGC		1.473		0.000								
INSTALLATION OF HARDWARE												
FY-00 11 KITS	11	0.311										
FY-02 10 KITS	4	0.303	[6]	0.220								
FY-04 9 KITS			[7]	0.240	[1]	0.030						
TOTAL INSTALL	15	0.614	13	0.460	1	0.030						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	21	7.484	9	2.479		0.428						
INSTALLATION QTY	15		13		1							

Fact Sheet: C-130 MN-8520 NVIS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									29	3.144
KITS NONRECUR									1	0.802
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										1.170
DATA										2.450
SIM/TRAINER										
SUPPORT-EQUIP										0.167
WARRANTY										
FLIGHT TEST										0.081
OGC										1.473
INSTALLATION OF HARDWARE										
FY-00 11 KITS									[11]	0.311
FY-02 10 KITS									[10]	0.523
FY-04 9 KITS									[8]	0.270
TOTAL INSTALL									29	1.104
TOTAL COST (BP-1100) (Totals may not add due to rounding)									30	10.391
INSTALLATION QTY									29	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 8 Months Follow-On Lead Time: 4 Months

Milestones

	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)				10/00
Delivery Date (Month/CY)				06/01

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				3	3	2	2	1	1	1	1	3	3	3	4
Output																	1				3	3	2	2	1	1	1	1	3	3	3	4

	FY-05			
Quarter	1	2	3	4
Input	1			
Output	1			

Description/Justification

The WC-130J requires an upgrade to its APN-241 radar in order to meet minimum safety standards. The APN-241 radar is a low-power, terrain mapping, weather avoidance radar. This mod (WC-130J Radar Phase II) integrates a high-power transmitter into the WC-130J radars. Congress approved a $21M above threshold reprogramming request in September 2003 to help fund this program.

Aircraft Breakdown: Active 0, Reserve 6, ANG 0, Total 6

Development Status

The WC radar upgrade is a two-phased program.

Phase I is a software uprade and was funded with a combination of FY96-99 expired funds and current year BP10 funds. Expired funds were warranted because it was determined that the WC-130J had a bad specification. Four aircraft were accepted before it was discovered the radar was inadequate in a hurricane environment. OSD/GC determined that any radar mods on these four aircraft must be funded with current year funding while the mods on the other six aircraft could be funded with expired funds.

Phase II will be funded with $14M of FY97-99 expired funds and the $21M of the FY03 BP11.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	6	21.000										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	6	21.000										

Fact Sheet: C-130 MN-8523 WC130J RADAR (Continued)
(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									6	21.000
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									6	21.000

Method of Implementation:

Initial Lead Time: 26 Months Follow-On Lead Time: 0 Months

Milestones

	FY-02	FY-03	FY-04
Contract Date (Month/CY)			11/03
Delivery Date (Month/CY)			01/06

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. This Enhanced Traffic Alert & Collision Avoidance System (ETCAS) modification program meets all these requirements. Kits are phase-delivered. Leadtime is based on receipt of the Trial Install kits.

Aircraft Breakdown: Active 191, Reserve 76, ANG 159, Total 426

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	263	13.666	84	5.140	19	0.950	46	2.300				
KITS NONRECUR	9	7.561	5	7.500								
EQUIPMENT	263	56.603	[84]	13.600	[19]	1.003	[46]	6.900				
EQUIP NONREC	7	1.448	[5]	1.547								
CHANGE ORDERS		3.732										
DATA		3.203		1.000		0.100		0.300				
SIM/TRAINER	6	3.575										
SUPPORT-EQUIP	19	0.714	[11]	0.300	[18]							
FLIGHT TEST		1.217		0.600								
OGC		5.479		0.500		0.600		1.000				
ICS												
RETROFIT		8.025										
WARRANTY												
REPROGRAM		4.179										

Fact Sheet: C-130 MN-8526 ENHANCED TCAS (TCAS II) (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
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 89 KITS			[89]	4.209								
FY-05 19 KITS					[19]	0.950						
FY-06 46 KITS							[46]	3.288				
TOTAL INSTALL	272	15.116	89	4.209	19	0.950	46	3.288				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	272	124.518	89	34.396	19	3.603	46	13.788				
INSTALLATION QTY	272		89		19		46					

Fact Sheet: C-130 MN-8526 ENHANCED TCAS (TCAS II) (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									412	22.056
KITS NONRECUR									14	15.061
EQUIPMENT									[412]	78.106
EQUIP NONREC									[12]	2.995
CHANGE ORDERS										3.732
DATA										4.603
SIM/TRAINER									[6]	3.575
SUPPORT-EQUIP									[48]	1.014
FLIGHT TEST										1.817
OGC										7.579
ICS										
RETROFIT										8.025
WARRANTY										
REPROGRAM										4.179
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 89 KITS									[89]	4.209
FY-05 19 KITS									[19]	0.950
FY-06 46 KITS									[46]	3.288
TOTAL INSTALL									426	23.563
TOTAL COST (BP-1100) (Totals may not add due to rounding)									426	176.305
INSTALLATION QTY									426	

Method of Implementation: DEPOT/FIELD TEAM

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
Contract Date (Month/CY)		06/98	12/98	10/99	10/00	10/01	10/02	10/03	10/04	10/05
Delivery Date (Month/CY)		12/98	06/99	04/00	04/01	04/02	04/03	04/04	04/05	04/06

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	23	22	22	22	
Output									1	1	1	14	16	17	14	30	31	32	30	6	7	7	6	14	16	15	14	23	22	22	22	

	FY-05				FY-06			
Quarter	1	2	3	4	1	2	3	4
Input	5	5	5	4	11	12	12	11
Output	5	5	5	4	11	12	12	11

Description/Justification

This mod will replace old & aging synchrophaser wiring on all C-130 aircraft (except 'J' models) as recommended by the C-130 Broad Area Review (15 Jan 98). Safety reviews of the aircraft have revealed chafed and worn wiring problems that could potentially cause synchrophaser operation malfunctions resulting in flight safety hazards. Completion of this modification will implement the BAR recommendation to install new wiring to replace aging and problematic wire sets. This syncrophaser wiring has been installed on all pre-C-130J production aircraft. This mod will use the existing design for aircraft wiring but will modify the placement of the existing synchrophaser box within the station racks on the bulkhead.

Aircraft Breakdown: Active 241, Reserve 137, ANG 229, Total 607

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	606	6.267										
KITS NONRECUR	1	0.401										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				0.082								
DATA		0.921										
SIM/TRAINER												
SUPPORT-EQUIP		2.109										
FLIGHT TEST												
OGC		0.337		0.367		0.240		0.240				
INSTALLATION OF HARDWARE												
FY-00 1 KITS	1											
FY-01 311 KITS	211	4.022	[5]	0.810	[95]	1.973						
FY-02 295 KITS			[98]	1.357	[30]		[167]	1.608				
TOTAL INSTALL	212	4.022	103	2.167	125	1.973	167	1.608				
TOTAL COST (BP-1100)	607	14.057		2.616		2.213		1.848				
(Totals may not add due to rounding)												
INSTALLATION QTY	212		103		125		167					

Fact Sheet: C-130 MN-8561 SYNCHROPHASER WIRE (C-130) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									606	6.267
KITS NONRECUR									1	0.401
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.082
DATA										0.921
SIM/TRAINER										
SUPPORT-EQUIP										2.109
FLIGHT TEST										
OGC										1.184
INSTALLATION OF HARDWARE										
FY-00 1 KITS									[1]	
FY-01 311 KITS									[311]	6.805
FY-02 295 KITS									[295]	2.965
TOTAL INSTALL									607	9.770
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									607	20.734
INSTALLATION QTY									607	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months Follow-On Lead Time: 10 Months

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)		09/00	03/01	12/01	10/02
Delivery Date (Month/CY)		03/01	01/02	10/02	08/03

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													15	14	14	14	39	39	38	39	25	26	26	26	31	31	31	32	42	42	42	41
Output														15	14	14	14	39	39	38	39	25	26	26	26	31	31	31	32	42	42	42

	FY-07			
Quarter	1	2	3	4
Input				
Output	41			

Description/Justification

Upgrade the current ALE-40, Chaff and Flare Dispensers System with the AN/ALE-47 Countermeasures Dispensing System (CMDS). The ALE-47 is a programmable, threat adaptive dispensing system designed to enhance aircraft survivability in an IR/RF threat environment. Differences in installs and installations qtys are due to Group B lead time for procurement and the combination of mods into block mod approach which increased aircraft down times

Aircraft Breakdown: Active 106, Reserve 14, ANG 4, Total 124

Development Status

Contract Awarded 4QFY01.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	41	2.061	76	2.317								
KITS NONRECUR	4	4.800	3	0.500								
EQUIPMENT	41	2.701	[76]	1.000								
EQUIP NONREC	5	0.296	[2]	0.075								
CHANGE ORDERS		0.096		0.127		3.425						
DATA		4.950										
SIM/TRAINER	3	3.400	[2]	1.607								
SUPPORT-EQUIP		0.058										
FLIGHT TEST		0.384		0.150								
OGC		0.417		0.600								
SOFTWARE		1.065		0.121								
INSTALLATION OF HARDWARE												
FY-01 1 KITS	1	0.091										
FY-02 16 KITS	16	0.837										
FY-03 28 KITS	8	0.441	[20]	0.500								
FY-04 79 KITS			[34]	2.300	[45]							
TOTAL INSTALL	25	1.369	54	2.800	45							
TOTAL COST (BP-1100) (Totals may not add due to rounding)	45	21.597	79	9.297		3.425						
INSTALLATION QTY	38		38		48							

Fact Sheet: C-130 MN-8577 ALE-47 CHAFF AND FLARE DISPENSER (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									117	4.378
KITS NONRECUR									7	5.300
EQUIPMENT									[117]	3.701
EQUIP NONREC									[7]	0.371
CHANGE ORDERS										3.648
DATA										4.950
SIM/TRAINER									[5]	5.007
SUPPORT-EQUIP										0.058
FLIGHT TEST										0.534
OGC										1.017
SOFTWARE										1.186
INSTALLATION OF HARDWARE										
FY-01 1 KITS									[1]	0.091
FY-02 16 KITS									[16]	0.837
FY-03 28 KITS									[28]	0.941
FY-04 79 KITS									[79]	2.300
TOTAL INSTALL									124	4.169
TOTAL COST (BP-1100) (Totals may not add due to rounding)									124	34.319
INSTALLATION QTY									124	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

	FY-00	FY-01	FY-02	FY-03	FY-04
Contract Date (Month/CY)		01/01	11/01	11/02	11/03
Delivery Date (Month/CY)		10/01	08/02	08/03	08/04

Installation Schedule

	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
Input									1	3	4	4	5	7	7	7	7	10	10	11	12	12	12	12
Output								1	1	3	4	4	5	7	7	7	7	10	10	10	12	12	12	12

Description/Justification

Replaces the center wing on MC-130H, HC-130N/P and C-130H whose center wing service life expires in 2005-2011. Aircraft will be retained in inventory until 2030. Kit cost vary by MDS as reflected in the kit cost FY05-FY12.

Aircraft Breakdown: Active 13, Reserve 0, ANG 0, Total 13

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					1	5.800	1	4.851	1	8.659	2	10.217
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA						2.567						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-05 1 KITS							[1]	2.300				
FY-06 1 KITS									[1]	2.300		
FY-07 1 KITS											[1]	2.300
FY-08 2 KITS												
FY-09 2 KITS												
FY-10 3 KITS												
FY-11 1 KITS												
FY-12 2 KITS												
TOTAL INSTALL							1	2.300	1	2.300	1	2.300
TOTAL COST (BP-1100) (Totals may not add due to rounding)					1	8.367	1	7.151	1	10.959	2	12.517
INSTALLATION QTY							1		1		1	

Fact Sheet: C-130 MN-8578 C-130 SYSTEMS/STRUCTURE (PHASE II MODERNIZATION) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	2	8.216	3	17.396	1	6.849	2	9.602	13	71.590
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										2.567
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-05 1 KITS									[1]	2.300
FY-06 1 KITS									[1]	2.300
FY-07 1 KITS									[1]	2.300
FY-08 2 KITS	[2]	4.600							[2]	4.600
FY-09 2 KITS			[2]	4.600					[2]	4.600
FY-10 3 KITS					[3]	6.900			[3]	6.900
FY-11 1 KITS							[1]	2.300	[1]	2.300
FY-12 2 KITS							[2]	1.430	[2]	1.430
TOTAL INSTALL	2	4.600	2	4.600	3	6.900	3	3.730	13	26.730
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	2	12.816	3	21.996	1	13.749	2	13.332	13	100.887
INSTALLATION QTY	2		2		3		3		13	

Method of Implementation: DEPOT

Initial Lead Time: 24 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	12/05	12/06	12/07	12/08	12/09
Delivery Date (Month/CY)			04/07	12/07	12/08	12/09	12/10	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																1				1		1			1			1		1		1
Output																			1			1		1				1		1		1

	FY-11				FY-12				FY-13			
Quarter	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	1		1	

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 planned 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 48, Reserve 9, ANG 0, Total 57

Development Status

The RDT&E funds will be used for design/development activities associated wth the modification that are planned for th SOF.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							[10]	0.070	[13]	0.910	[16]	1.200
KITS NONRECUR									[1]	1.600		0.680
EQUIPMENT							10	7.280	13	6.020	16	5.140
EQUIP NONREC								1.584				
CHANGE ORDERS								1.300		0.226		0.110
DATA								0.843		0.606		0.400
SIM/TRAINER									[1]	0.550	[1]	0.500
SUPPORT-EQUIP										0.042		0.500
OTHER												
REPROGRAM												
INSTALLATION OF HARDWARE												
FY-06 10 KITS									[10]	1.500		
FY-07 13 KITS											[13]	1.560
FY-08 16 KITS												
FY-09 18 KITS												
TOTAL INSTALL									10	1.500	13	1.560
TOTAL COST (BP-1100)							10	11.077	13	11.454	16	10.090
(Totals may not add due to rounding)												
INSTALLATION QTY									10		13	

Fact Sheet: C-130 MN-8591 ALR-69 UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	[18]	1.440							[57]	3.620
KITS NONRECUR									[1]	2.280
EQUIPMENT	18	5.580							57	24.020
EQUIP NONREC										1.584
CHANGE ORDERS										1.636
DATA		0.706								2.555
SIM/TRAINER	[1]	0.550							[3]	1.600
SUPPORT-EQUIP		0.200								0.742
OTHER										
REPROGRAM										
INSTALLATION OF HARDWARE										
FY-06 10 KITS									[10]	1.500
FY-07 13 KITS									[13]	1.560
FY-08 16 KITS	[16]	1.920							[16]	1.920
FY-09 18 KITS			[18]	1.650					[18]	1.650
TOTAL INSTALL	16	1.920	18	1.650					57	6.630
TOTAL COST (BP-1100) (Totals may not add due to rounding)	18	10.396		1.650					57	44.667
INSTALLATION QTY	16		18						57	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months Follow-On Lead Time: 11 Months

Milestones

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

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																	3	3	2	2	3	3	3	4	4	4	4	4	4	4	5	5
Output																	3	3	2	2	3	3	3	4	4	4	4	4	4	4	5	5

Description/Justification

FY00 funding resulted from a Congressional Appropriations Committee plus up. The Aero Upgrade, Visual System Upgrade, Instructor Operating System (IOS) and Digital Radar Landmass System (DRLMS) modifications are required to replace obsolete equipment which is 20+ years old with new state-the-art simulation technologies and include all enhancements needed for FAA Level C+ simulation. These modifications will greatly enhance the quality of training for all C-130 crew members.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	4											
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	5	28.819										
SUPPORT-EQUIP												
PBD 604												
INSTALLATION OF HARDWARE												
FY-01 1 KITS	1											
FY-02 1 KITS	1											
FY-03 2 KITS	2											
TOTAL INSTALL	4											
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	4	28.819										
INSTALLATION QTY	4											

Fact Sheet: C-130 MN-8626 C-130 SIMULATOR UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									4	
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[5]	28.819
SUPPORT-EQUIP										
PBD 604										
INSTALLATION OF HARDWARE										
FY-01 1 KITS									[1]	
FY-02 1 KITS									[1]	
FY-03 2 KITS									[2]	
TOTAL INSTALL									4	
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									4	28.819
INSTALLATION QTY									4	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months Follow-On Lead Time: 12 Months

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)		03/00	01/01	01/02	01/03
Delivery Date (Month/CY)		09/01	01/02	01/03	01/04

Installation Schedule

	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
Input												1	1				1		1					
Output												1	1				1				1			

Description/Justification

The Large Aircraft Infrared Countermeasures (LAIRCM) system provides a significantly improved defensive capability for the AF's large aircraft to counter the IR Man-Portable Air-Defense System (MANPADS) threat.

The current LAIRCM system [AN/AAQ-24(V)13] consists of ultra-violet (UV) missile warning sensors (MWS), a missile tracking system, small laser turret assembies (SLTA) and processors to detect, track and counter incoming IR missiles. This system is fully automatic following power up. The Multi-Command Operational Requirements Document (LAIRCM ORD 314-92) was validated in FY98.

In the FY05 budget, the AF planned to equip 137 AMC aircraft with LAIRCM. This number has been revised to 444 AMC aircraft following completion of the "Study Report on Current and Future Threats to Mobility Aircraft" in Apr 04. This study was directed by the AF's FY06-11 Annual Planning & Program Guidance (APPG). Recent operations in Iraq and Afghanistan further validate the AF's need to increase the number of cargo aircraft, equipped with LAIRCM.

Phase I LAIRCM equipment installed on C-17s and C-130s will meet AMC's Nov 02 Urgent and Compelling Need for advanced IR countermeasures. Phase II LAIRCM develops the Next Generation Missile Warning System (NexGen MWS) and a newer, smaller mini-turret assembly. Development of the NexGen MWS began in Jun 04 with planned production and incorporation into LAIRCM in FY07. Mini-turrret development began in FY03 with planned production and incorporation into LAIRCM in FY06. C-17s will be fitted with the Phase II equipment when it becomes available in FY06/FY07. The Phase I equipment removed from the C-17s, will be retrofitted onto AMC's C-130s. Development for the LAIRCM equipped C-5B starts in FY05 with production starting in FY07 using Phase II equipment. Development for the LAIRCM-equipped C-130J starts in FY07 with production starting in FY10.

A total of 38 active duty C-130Hs (including 1 RDT&E), will be modified with LAIRCM over the FYDP.

Additional AF Reserve and ANG C-130 LAIRCM Funding Information: This P3A does not reflect Congressionally added funds in FY03 ($8.1M) and FY04 ($12.5M) to begin LAIRCM modifications on 8 ANG C-130 aircraft. In FY04, an additional $11M (not reflected in this P3A) was added in National Guard and Reserve Equipment Appropriation (NGREA) funding to complete the 8 ANG C-130 LAIRCM modificaitons at Kulis ANGB, AK and Reno/Tahoe Airpot, NV.

AFRC funding (PE 54343F) in FY08 ($33.75M), FY09 ($52.5M), FY10 ($1M) and FY11 ($1M) for 25 Reserve C-130 LAIRCM modifications is included in this document.

Aircraft Breakdown: Active 38, Reserve 25, ANG , Total 63

Development Status

LAIRCM Phase I contract was awarded on 28 Sep 01.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	51.311		42.768	[1]	73.015		55.743	[1]	34.772		26.494
PROCUREMENT (3010)												
INSTALL KITS	9	2.822	9	4.700	12	16.990	4	3.831	4	4.100	15	16.210
KITS NONRECUR												
EQUIPMENT	9	27.876	[8]	28.150							[15]	49.511
EQUIP NONREC												
CHANGE ORDERS												

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
CONTRACTOR SUPPORT		1.446		1.937		1.863		0.405		2.689		1.401
SPARES		3.950		0.650		1.709		0.870				4.229
ICS		1.224		1.850						0.811		
INSTALLATION OF HARDWARE												
FY-03 9 KITS	9											
FY-04 9 KITS			[9]	4.875								
FY-05 12 KITS					[12]	6.380						
FY-06 4 KITS							[4]	2.130				
FY-07 4 KITS									[4]	2.169		
FY-08 15 KITS											[15]	7.446
FY-09 10 KITS												
TOTAL INSTALL	9		9	4.875	12	6.380	4	2.130	4	2.169	15	7.446
TOTAL COST (BP-1100) (Totals may not add due to rounding)	9	37.318	9	42.162	12	26.942	4	7.236	4	9.769	15	78.797
INSTALLATION QTY	9		9		12		4		4		15	

Fact Sheet: C-130 MN-8629 LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		25.640		6.007		6.986			[3]	322.736
PROCUREMENT (3010)										
INSTALL KITS	10	14.952							63	63.605
KITS NONRECUR										
EQUIPMENT	[3]	13.254							[35]	118.791
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP		4.651								4.651
CONTRACTOR SUPPORT		5.250		0.810		0.541				16.342
SPARES		9.600		1.251		0.330				22.589
ICS		8.780		1.625		0.160				14.450
INSTALLATION OF HARDWARE										
FY-03 9 KITS									[9]	
FY-04 9 KITS									[9]	4.875
FY-05 12 KITS									[12]	6.380
FY-06 4 KITS									[4]	2.130
FY-07 4 KITS									[4]	2.169
FY-08 15 KITS									[15]	7.446
FY-09 10 KITS	[10]	8.163							[10]	8.163
TOTAL INSTALL	10	8.163							63	31.163
TOTAL COST (BP-1100) (Totals may not add due to rounding)	10	64.650		3.686		1.031			63	271.591
INSTALLATION QTY	10								63	

Method of Implementation: DEPOT/FIELD TEAM

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

Milestones

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

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						9			9				12				4				4				15				10			
Output						3	3	3		3	4	1	1	4	4	3	1	1	1	1	1	1	1	1	4	4	4	3	3	3	3	1

	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																
Output													1			

Description/Justification

This program installs an upgraded AAR-47 Missile Warning System (MWS) on C-130s equipped with Airlift Defensive System (ADS). The ADS consists of a MWS and flare and chaff dispenser system. The upgraded MWS has a new laser capability, sensors and processor. This program was initially funded under the ADS program and broken out its own modification program.

Aircraft Breakdown: Active 83, Reserve 79, ANG 78, Total 240

Development Status

None

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			161	9.016	25	1.750	49	3.430				
EQUIP NONREC												
CHANGE ORDERS				6.814		2.520		0.910				
DATA				0.466		0.069		0.055				
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES												
OGC				0.846		0.417		0.367				
PMA												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			161	17.142	25	4.756	49	4.762				

Fact Sheet: C-130 MN-8651 AAR-47 SENSOR UPGRADE (Continued)
(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									235	14.196
EQUIP NONREC										
CHANGE ORDERS										10.244
DATA										0.590
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES										
OGC										1.630
PMA										
TOTAL COST (BP-1100)									235	26.660
(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
Contract Date (Month/CY)		03/04	10/04	10/05
Delivery Date (Month/CY)		03/05	10/05	10/06

Description/Justification

Upgrades C-130 aircraft Maintenance Training Device (MTD) located at AETC Field Training Detachment (Hurlburt Field). MTD supports critical initial skills/supplemental training and upgrades which are necessary to insure concurrency with aircraft system.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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]	2.890						
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						2.890						
(Totals may not add due to rounding)												

Fact Sheet: C-130 MN-8662 AETC MTD UPGRADES-FIELD TRAINING DETACHMENTS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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]	2.890
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										2.890

Method of Implementation:

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	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)															

Description/Justification

Procures the one and only HC-130N/P simulator. Increases Flight Training Unit (FTU) output for aircraft commander upgrades (from 0 to 55 percent) and instructor upgrades (from 0 to 100 percent) nearly doubling GPGL output from 37 to 78 percent. Eliminates current unsuitable simulator workarounds that utilize non HC-130 MDS specific trainers. Provides appropriate training solution, which allows approximately 3,000 hours of training to be accomplished at 1/10 the cost. Thereby providing sufficient trained HC-130 aircrews capable of supporting worldwide Combat Search and Rescue requirements

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

NA

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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]	29.500				
SUPPORT-EQUIP												
OGC						0.740						
REPROGRAM												
TOTAL COST (BP-1100)						0.740		29.500				
(Totals may not add due to rounding)												

Fact Sheet: C-130 MN-8678 HC-130 SIMULATOR (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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]	29.500
SUPPORT-EQUIP										
OGC		0.207								0.947
REPROGRAM										
TOTAL COST (BP-1100)		0.207								30.447
(Totals may not add due to rounding)										

Method of Implementation:

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

Milestones

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

Description/Justification

The USM-464 certifies the operational performance of the electronic warfare systems installed on AFSOC aircraft. It is the only flightline tester available for the ALR-69 radar warning receiver as well as the ALQ-172 and ALQ-196 radar jammers. This modification funds the replacement of unsupportable computers and the highest failing components for all 28 testers. Without modification, the testers will become unsustainable and unable to perform required tests; current tester in-commission rates are seldom above 55% due to parts availability.

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

Development Status

The current USM-464 traveling wave tubes will be replaced with solid state generators and the computer processors will also be replaced. The modification will replace the current 2200lbs trailer configuration with a 2-man portable case weighing less than 200lbs

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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			[18]	6.251			[10]	3.775				
TOTAL COST (BP-1100)				6.251				3.775				
(Totals may not add due to rounding)												

Fact Sheet: C-130 MN-8726 USM-464 TESTER MODIFICATION (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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									[28]	10.026
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										10.026

Method of Implementation: ORG/INTERMEDIATE

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

Milestones

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

Description/Justification

AFSOC MC-130 modification/installation of ARC-222 radios. The ARC-222 (SINCGARS) is a tactical VHF radio that provides anti-jam communications to the battlefield. It is a replacement for the current VHF radio with the addition of a new antenna to the aircraft. It provides interoperability with conventional and special forces. ARC-222 is the airborne version of the SINCGARS radio that has become the tactical battlefield standard for all US ground forces. ORD: 308-80-I/II-A R1, AF VHF Anti-jam Comm AN/ARC-222(SINCGARS)

Aircraft Breakdown: Active 23, Reserve 0, ANG 4, Total 27

Development Status

Radios are fully developed and on the shelf.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	26	0.718										
KITS NONRECUR	1	0.729										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				0.641								
DATA		1.033		0.061								
SIM/TRAINER	1	0.011										
SUPPORT-EQUIP												
OGC		0.016		0.070								
INSTALLATION OF HARDWARE												
FY-03 26 KITS	2	0.341	[24]	0.728								
TOTAL INSTALL	2	0.341	24	0.728								
TOTAL COST (BP-1100)	26	2.848		1.500								
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: C-130 MN-9119 ARC-222 RADIOS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									26	0.718
KITS NONRECUR									[1]	0.729
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.641
DATA										1.094
SIM/TRAINER									[1]	0.011
SUPPORT-EQUIP										
OGC										0.086
INSTALLATION OF HARDWARE										
FY-03 26 KITS									[26]	1.069
TOTAL INSTALL									26	1.069
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									26	4.348
INSTALLATION QTY									26	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 3 Months Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	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
Input															2	2	1	2	2	2	2	2	2	1	2	2	2	2
Output															1	2	2	1	2	2	2	2	2	2	1	2	2	3

Description/Justification

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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		6.439										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		6.439										
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: C-130 MN-9120 AIRBORNE FIRE FIGHTING SYSTEM (AFFS) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										6.439
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										6.439
INSTALLATION QTY										

Method of Implementation: DEPOT FIELD TEAM

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)															

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

Replace the AN/APN-59 radars currently on AFSOC's AC-130H Gunship The AN/APN-59 is a 1950's vintage radar, plagued by high failure rates (40-50 hours MTBF/5-6 flights). The APN-241 provides precision ground mapping, color weather detection, traffic collision avoidance, predictive wind shear, reduced RF signature and a MTBF of 800 hours. The APN-241 radar will be the USAF radar for C-130s and is required for AMP.
The last year of funding is FY07. One installation will not take place until FY08, due to manufacture lead-time.

Aircraft Breakdown: Active 8, Reserve 0, ANG 0, Total 8

Development Status

APN-241 currently installed on USAF C-130H(3)s and C-130Js.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			3	0.658	3	0.438	1	0.175				
KITS NONRECUR			1	1.436								
EQUIPMENT			[3]	1.386	[3]	1.487	[1]	1.300				
EQUIP NONREC			[1]	0.462								
CHANGE ORDERS				0.712				1.776				
DATA				0.903		0.000						
SIM/TRAINER												
SUPPORT-EQUIP												
ICS				0.000		0.000		0.125				
OGC				0.060		0.075		0.050				
FLT TEST				0.100		0.000						
REPROGRAM								0.000				
INSTALLATION OF HARDWARE												
FY-04 4 KITS					[1]	0.000	[3]	0.500				
FY-05 3 KITS									[3]	0.500		
FY-06 1 KITS								0.375	[1]	0.100		
TOTAL INSTALL					1		3	0.875	4	0.600		
TOTAL COST (BP-1100) (Totals may not add due to rounding)			4	5.717	3	2.000	1	4.301		0.600		
INSTALLATION QTY					1		3		4			

Fact Sheet: C-130 MN-9122 APN-241 RADAR - AFSOC (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									7	1.271
KITS NONRECUR									1	1.436
EQUIPMENT									[7]	4.173
EQUIP NONREC									[1]	0.462
CHANGE ORDERS										2.488
DATA										0.903
SIM/TRAINER										
SUPPORT-EQUIP										
ICS										0.125
OGC										0.185
FLT TEST										0.100
REPROGRAM										
INSTALLATION OF HARDWARE										
FY-04 4 KITS									[4]	0.500
FY-05 3 KITS									[3]	0.500
FY-06 1 KITS									[1]	0.475
TOTAL INSTALL									8	1.475
TOTAL COST (BP-1100) (Totals may not add due to rounding)									8	12.618
INSTALLATION QTY									8	

Method of Implementation: CONTRACT FIELD TEAM

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

Milestones

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

Installation Schedule

	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
Input								0		0		1			1	2		1	2	1				
Output													1		1	1	1	1	1	1	1			

Description/Justification

Procures and installs new high-speed radio system on AC-130Hs enabling large imagery transfer over UHF SATCOM. Replaces URC-133 with the ARC-231 and SATCOM antenna along with computer upgrades hardware and software.

Aircraft Breakdown: Active 8, Reserve 0, ANG 0, Total 8

Development Status

This funds the permanent installation of the ARC-231 group B systems as well as hardware and software integration for AC-130H aircraft.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							8	0.900				
EQUIP NONREC								0.335				
CHANGE ORDERS								0.028				
DATA								0.100				
SIM/TRAINER							[1]	0.500				
SUPPORT-EQUIP								0.100				
SOFTWARE								0.315				
INSTALLATION OF HARDWARE												
FY-06 8 KITS							[8]	0.500				
TOTAL INSTALL							8	0.500				
TOTAL COST (BP-1100)							8	2.778				
(Totals may not add due to rounding)												
INSTALLATION QTY							8					

Fact Sheet: C-130 MN-9123 AC-130 KILL CHAIN ARC-131 (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									8	0.900
EQUIP NONREC										0.335
CHANGE ORDERS										0.028
DATA										0.100
SIM/TRAINER									[1]	0.500
SUPPORT-EQUIP										0.100
SOFTWARE										0.315
INSTALLATION OF HARDWARE										
FY-06 8 KITS									[8]	0.500
TOTAL INSTALL									8	0.500
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									8	2.778
INSTALLATION QTY									8	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 3 Months Follow-On Lead Time: 0 Months

Milestones

	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)				12/05
Delivery Date (Month/CY)				03/06

Installation Schedule

	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
Input															4	4
Output															4	4

Description/Justification

Procure and install combined Link 16, Beyond Line-of-Sight (BLOS) Tactical Data Information Link Joint (TADIL J), and gateway growth potential for AFSOC aircraft. The Tactical Data Link (TDL) will be installed on all AC-130 aircraft to provide enhanced situational awareness and connectivity for the air and ground environment.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0, Total 21

Development Status

Program will procure COTS solution to integrate an AC-130.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							21	17.778				
KITS NONRECUR												
EQUIPMENT							[21]	6.665				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 21 KITS									[21]			
TOTAL INSTALL									21			
TOTAL COST (BP-1100)							21	24.443				
(Totals may not add due to rounding)												
INSTALLATION QTY									21			

Fact Sheet: C-130 MN-9126 AC-130 LINK 16 GUNSHIP (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									21	17.778
KITS NONRECUR										
EQUIPMENT									[21]	6.665
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06 21 KITS									[21]	
TOTAL INSTALL									21	
TOTAL COST (BP-1100)									21	24.443
(Totals may not add due to rounding)										
INSTALLATION QTY									21	

Method of Implementation: CONTRACT FIELD TEAM

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

Milestones

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

Installation Schedule

	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
Input																		7	7	7
Output																		7	7	7

Description/Justification

Replaces ARC-133 on AC130 aircraft with an ARC-231, adds a server, virtual displays, provides a data link capability to receive, transmit and view UNK-16, EPLRS and intelligence tracks using a commercial off the shelf program

Aircraft Breakdown: Active 25, Reserve , ANG , Total 25

Development Status

Jan 05-Crew Staton Working Group scheduled

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		4.876										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		4.876										
(Totals may not add due to rounding)												

Fact Sheet: C-130 MN-9127 MACHINE-TO-MACHINE SITUATIONAL AWARENESS (M2MSA) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										4.876
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										4.876

Method of Implementation:

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)															

Description/Justification

Remote operation video enhanced receiver allows aircraft to receive predator data and display it at key aircraft locations as a permanent installation with a digital receiver provides aircrew enhanced situation awareness.

Aircraft Breakdown: Active 25, Reserve , ANG , Total 25

Development Status

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		2.686										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.686										

Fact Sheet: C-130 MN-9128 PERMANENT ROVER MOD (Continued)
(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										2.686
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										2.686

Method of Implementation:

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)															

Models of Aircraft Affected: Center: PE Team

Description/Justification

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		2.890										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		2.890										
(Totals may not add due to rounding)												

Fact Sheet: C-130 MN-9129 AFSOC BLUE FORCE TRACKER (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										2.890
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										2.890

Method of Implementation:

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)															

Description/Justification

Obsolescence/recapatilation of MC-130P and MC-130H simulaters.
Update control loading, replace host computer, interface computer, and input-ouput medium.
Replace and Update instructor operator stations. Update Digital Radar Land Mass for MC-130H and MC-130P simulators

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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							[0]	4.200	[0]	0.969	[0]	2.659
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)								4.200		0.969		2.659
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: C-130 MN-92299 AFSOC SIMULATOR UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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	[0]	0.621	[0]	0.087	[0]	0.178				8.714
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		0.621		0.087		0.178				8.714
INSTALLATION QTY										

Method of Implementation: CONTRACT FIELD TEAM

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

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																																
Output																																

	FY-11				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	1	2	3	4
Input																												
Output																												

Description/Justification

These are low cost modifications necessary to improve reliability, maintainability, safety and mission performance of the C-130 aircraft.

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

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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		2.235		1.045				0.028		1.849		1.829
PLS		1.487										
*** See Remarks ***		1.526										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		7.091		1.045				0.028		1.849		1.829

Fact Sheet: C-130 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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		1.819		1.900		1.900				12.605
PLS										1.487
*** See Remarks ***										1.526
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		1.819		1.900		1.900				17.461

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
Contract Date (Month/CY)					
Delivery Date (Month/CY)					

Description/Justification

SENIOR SCOUT is an Intelligence, Surveillance and Reconnaissance (ISR) suite of equipment configured in a shelter capable of installation in non-dedicated C-130E/H aircraft. The system provides capabilities to exploit, geolocate and report COMINT and ELINT Signals of Interest (SOI) to air and ground component commanders. It is a flexible, low profile capability adaptable to Strategic, Tactical, Counter Drug 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 previously maintained/sustained by operations and maintenance funds. To extend the life of the sensor suite, obsolete hardware and software must continue to be replaced. Certain mandated interoperability and communications structures (i.e., JTIDS and DAMA) must be complied with. These funds provide for the non-recurring engineering, fabrication and installation of three (3) shelter update kits, communications, sensors and processing upgrades supporting SOCOM and CENTCOM critical collection requirements. All funds are managed in Air National Guard. Also, includes Senior Scout FY02-07 IPDM add of $16M. This PE was transferred from DARP mods for FY 03 and out.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	17.405	[1]	11.304								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS						2.955		3.339		3.417		3.754
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
PBD 604												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		17.405		11.304		2.955		3.339		3.417		3.754
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: C-130 MN-SCOUT ANG SENIOR SCOUT (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[2]	28.709
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS		3.871		3.966		4.012				25.314
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
PBD 604										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		3.871		3.966		4.012				54.023
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																												

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130J				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$17.888	$46.859	$5.988	$38.484	$33.898	$45.003	$90.682	$68.315

This line item funds modifications to the C130J aircraft, funds procurement and installation of aircraft defensive avionics system hardware and software upgrades for USAF C/CC/EC/WC-130J aircraft and aircrew training devices (ATDs). These upgrades enable aircraft survivability in hostile operating environments and preserve HW/SW commonality with other USAF aircraft with the same system. The primary modification for FY06 is the C-130J Block 5.4 Upgrade.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	_1377	BLOCK 5.4	9.6	32.2	6.0							47.8
	_1701	C-130J BLOCK 6.0 UPGRA		0.0	0.0	36.6	21.6	2.9				61.0
	_5222	BLOCK 8.0							22.1	53.2	36.0	111.3
	_6298	C-130J BLOCK 7.0 UPGRA					10.3	40.1	27.9	4.8		83.1
	8629	LARGE AIRCRAFT INFRAR							38.7	8.3		47.0
	99999X	LOW COST MODIFICATIO	2.0	1.7	0.0	1.9	2.0	2.0	2.0	2.0		13.6
	Z88888	REPROGRAMMINGS	6.3	12.9								
TOTAL FOR CLASS P			17.9	46.9	6.0	38.5	33.9	45.0	90.7	68.3	36.0	363.9
TOTAL FOR WEAPON SYSTEM C-130J			17.9	46.9	6.0	38.5	33.9	45.0	90.7	68.3	36.0	363.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 50	PAGE NO. 1	

Description/Justification

Funds the procurement and installation and hardware changes which are required to provide a basic operational capability. Block 5.4 bridges the gap between the commercially developed C-130J and the minimum user requirements.

Aircraft Breakdown: Active 7, Reserve 17, ANG 26, Total 50

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			17	9.600	33	22.646						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
ATD INTEGRATION						6.600						
INSTALLATION OF HARDWARE												
FY-04 17 KITS					[17]	3.000						
FY-05 33 KITS							[33]	5.988				
TOTAL INSTALL					17	3.000	33	5.988				
TOTAL COST (BP-1100) (Totals may not add due to rounding)			17	9.600	33	32.246		5.988				
INSTALLATION QTY					17		33					

Fact Sheet: C-130J MN-_1377 BLOCK 5.4 (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									50	32.246
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
ATD INTEGRATION										6.600
INSTALLATION OF HARDWARE										
FY-04 17 KITS									[17]	3.000
FY-05 33 KITS									[33]	5.988
TOTAL INSTALL									50	8.988
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									50	47.834
INSTALLATION QTY									50	

Method of Implementation: COMBINATION

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

Milestones

	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)		11/03	11/04	11/05
Delivery Date (Month/CY)		11/04	11/05	11/06

Installation Schedule

	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
Input									4	4	4	5	7	8	9	9				
Output										4	4	4	5	7	8	9	9			

Description/Justification

Funds the procurement of low cost safety of flight modifications and contractor service bulletins necessary to maintain the airworthiness, capability, reliability, and maintainability of USAF C-130J aircraft.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

NA

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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						1.721		0.000		1.933		2.000
CONGRESSIONAL				1.987								
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				1.987		1.721				1.933		2.000
INSTALLATION QTY												

Fact Sheet: C-130J MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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		2.000		2.000		2.000				11.654
CONGRESSIONAL										1.987
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		2.000		2.000		2.000				13.641
INSTALLATION QTY										

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)															

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			
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 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-135				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$118.766	$54.365	$88.748	$81.774	$79.559	$83.822	$97.951	$98.343

This line item funds modifications to the C-135 and KC-135 aircraft. 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 modification budgeted in FY06 is the Global Air Traffic Management (GATM) Phase II. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODI	0.0	0.1	0.1	0.1						0.3
TOTAL FOR CLASS P-S			0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.3
P	3009E	C-135 REENGINE	7.7									656.5
	9709	GATM PHASE II	104.3	33.0	77.7	69.3	70.5	80.4	97.9	96.7	328.7	1,219.8
	9738	CONTROL COLUMN BREA	0.2	12.9	9.0	11.7	8.4	3.0				45.1
	9812	RADOME REPLACEMENT	2.1									5.0
	9813	AIRCRAFT LATRINE MODI		2.6								7.4
	99999X	LOW COST MODIFICATIO	2.0	2.0	2.0	0.7	0.7	0.4	0.1	1.6		20.3
	Z88888	REPROGRAMMINGS	-6.3	3.9								
TOTAL FOR CLASS P			110.0	54.3	88.7	81.7	79.6	83.8	98.0	98.3	328.7	1,954.3
	9814	BOWST	8.8									8.8
TOTAL FOR CLASS			8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.8
TOTAL FOR WEAPON SYSTEM C-135			118.8	54.4	88.8	81.8	79.6	83.8	98.0	98.3	328.7	1,963.4

Totals may not add due to rounding.

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Description/Justification

Modifies KC-135E aircraft with more powerful, fuel efficient F108 (CFM-56) engines, allowing takeoff on shorter runways with higher gross weights. The cleaner, quieter F108 engines meet or exceed all noise and pollution standards. Over 25 other systems/sub-systems including: reinforced floor, new strengthened main landing gear, reinforced wing structure, new struts, modified air cycle machine (ACM), revised nose wheel steering, strut bleed air overheat warning system, fuel temperature probe, Flight Control Augmentation System (FCAS), larger hydraulic lines in fin, new Air Data Computer (ADC), dual Auxiliary Power Units (APUs), new electrical power generation system, new fire detection and extinguishing system, Turbine Engine Monitoring System (TEMS), new nacelles/fairings/fan duct, modified throttle control system, and rearranged cockpit controls and displays. The combination of these upgrades provides an aircraft with substantially greater capability: better fuel efficiency, greater fuel offload, greater loiter time, and reduced Operations and Maintenance costs. One kit on the equipment line equals 4 engines.

Active Duty aircraft completed modification in 1994. All funding documented in years FY95-FY03 in this P3A is from Congressional Add or OSD Plus-up. Two KC-135E aircraft were funded by FY98 NGREA 0350 account (Congressional Add) and are not included in the aircraft breakdown. FY00 & FY01 Congressional add funds the installations through FY05 - install costs in FY02 and FY03 are part of FY00 and FY01 Congressional add. After considering the FY01 Congressional Add quantity, there are 16 AFRC and 84 ANG KC-135E remaining candidates for reengining.

The funding for installation is normally spent in the last year of its life. The reason being, there is a two year lead time between kit purchase and installation. Furthermore, actual inputs do not follow the 24 month leadtime due to the mix of other aircraft (RC-135 and FMS KC-135 sales) in the installation line. Also, the RC-135 Special Purpose aircraft take priority in the schedule due to the limited fleet size and high priority mission.

The last KC-135 aircraft is inducted at Boeing and will output June 05. There are four RC-135 (RC aircraft are not covered in this PE) aircraft on contract to output from Aug 05 thru Mar 06. When reengine program requirements are completed, tooling will be sent to AMARC for storage in support of spares (if needed).

Aircraft Breakdown: Active 0, Reserve 10, ANG 18, Total 28

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	28	215.186										
KITS NONRECUR		3.500										
EQUIPMENT	28	366.958										
EQUIP NONREC												
CHANGE ORDERS		9.851										
DATA		10.285		0.588								
SIM/TRAINER												
SUPPORT-EQUIP		2.400										
AWAITING BTR												
GFP				0.657								
OGC		0.515		0.145								
CONTRACTOR SUPPORT				6.311								

Fact Sheet: C-135 MN-3009E C-135 REENGINE (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-93 15 KITS	15	13.600										
FY-94 1 KITS	1	1.000										
FY-96 4 KITS	4	6.300										
FY-97 2 KITS	2	3.201										
FY-00 4 KITS	4	10.400										
FY-01 2 KITS		5.600	[1]		[1]							
TOTAL INSTALL	26	40.101	1		1							
TOTAL COST (BP-1100) (Totals may not add due to rounding)	28	648.796		7.701								
INSTALLATION QTY	26		1		1							

Fact Sheet: C-135 MN-3009E C-135 REENGINE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									28	215.186
KITS NONRECUR										3.500
EQUIPMENT									[28]	366.958
EQUIP NONREC										
CHANGE ORDERS										9.851
DATA										10.873
SIM/TRAINER										
SUPPORT-EQUIP										2.400
AWAITING BTR										
GFP										0.657
OGC										0.660
CONTRACTOR SUPPORT										6.311
INSTALLATION OF HARDWARE										
FY-93 15 KITS									[15]	13.600
FY-94 1 KITS									[1]	1.000
FY-96 4 KITS									[4]	6.300
FY-97 2 KITS									[2]	3.201
FY-00 4 KITS									[4]	10.400
FY-01 2 KITS									[2]	5.600
TOTAL INSTALL									28	40.101
TOTAL COST (BP-1100) (Totals may not add due to rounding)									28	656.497
INSTALLATION QTY									28	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 24 Months Follow-On Lead Time: 24 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
Contract Date (Month/CY)		01/93	04/94		04/96	04/97			05/00	06/01			06/04
Delivery Date (Month/CY)		01/95	04/96		01/98	04/99			05/02	06/03			06/06

Fact Sheet: C-135 MN-3009E C-135 REENGINE (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																		6	4	3	2	1				1	2		1			1
Output																			6	3	3	3	1						2	1		1	

	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
Input				1						1	1	2					1				1			
Output		1				1						2	2						1				1	

Description/Justification

This Global Air Traffic Management (GATM) modification 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. Dual CMUs prevent a single point of failure in the ATC data link system. Kit NRE contains funds for KC-135 R/T GATM prototypes and outyear NRE for E Model 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 being obligated in the same fiscal year, as required by the GATM contract.

Aircraft Breakdown: Active 203, Reserve 72, ANG 212, Total 487

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	79	15.536	43	11.381	31	7.079	41	8.380	40	8.305	40	8.399
KITS NONRECUR		9.080										
EQUIPMENT	79	45.990	[43]	28.036	[31]	8.289	[41]	27.095	[40]	27.008	[40]	27.603
EQUIP NONREC		27.246										
CHANGE ORDERS		48.258		4.168		2.500		0.000		0.000		0.000
DATA		5.941		2.010		0.000		0.000		0.000		0.000
SIM/TRAINER	10	15.578	[4]	7.726	[4]	1.803		6.925				
SUPPORT-EQUIP		3.398		0.128		0.000		0.000		0.000		0.000
MILSTRIP		7.539		2.472		1.000		1.025		1.000		1.000
MOD Prep		11.144		4.420		0.258		1.206		1.268		1.775
WARRANTY		4.310		2.643		0.000		0.000		0.000		0.000
		2.876										
Mode S				6.500		0.189		0.000		0.000		
OGC		10.905		4.675		5.688		10.862		9.883		9.795

Fact Sheet: C-135 MN-9709 GATM PHASE II (Continued)

Projected Financial Plan Continued

		PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-99	1 KITS	1	3.217										
FY-00	3 KITS	3	4.306										
FY-01	0 KITS		2.037										
FY-02	50 KITS	11	28.924	[39]									
FY-03	25 KITS		14.873			[25]							
FY-04	43 KITS				30.139	[26]		[17]					
FY-05	31 KITS						6.239	[31]					
FY-06	41 KITS							[4]	22.235	[34]		[3]	
FY-07	40 KITS										21.816	[33]	
FY-08	40 KITS												21.928
FY-09	41 KITS												
FY-10	39 KITS												
FY-11	35 KITS												
FY-12	37 KITS												
FY-13	36 KITS												
FY-14	25 KITS												
TOTAL INSTALL		15	53.357	39	30.139	51	6.239	52	22.235	34	21.816	36	21.928
TOTAL COST (BP-1100) (Totals may not add due to rounding)		79	261.158	43	104.298	31	33.045	41	77.728	40	69.280	40	70.500
INSTALLATION QTY		15		39		51		52		34		36	

Fact Sheet: C-135 MN-9709 GATM PHASE II (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	41	8.609	39	9.009	35	8.750	98	27.689	487	113.137
KITS NONRECUR				0.000				14.000		23.080
EQUIPMENT	[41]	30.189	[39]	41.223	[35]	40.950	[98]	136.115	[487]	412.498
EQUIP NONREC										27.246
CHANGE ORDERS		0.000		0.000		0.000		5.500		60.426
DATA		0.000		0.000		1.000		3.500		12.451
SIM/TRAINER									[18]	32.032
SUPPORT-EQUIP		0.000		0.000		0.000		0.100		3.626
MILSTRIP		1.025		0.975		0.875		3.945		20.856
MOD Prep		5.605		5.893		4.647		17.988		54.204
WARRANTY		0.000		0.000		0.000		0.000		6.953
										2.876
Mode S				0.000		0.000				6.689
OGC		10.269		10.738		10.752		21.882		105.449
INSTALLATION OF HARDWARE										
FY-99 1 KITS									[1]	3.217
FY-00 3 KITS									[3]	4.306
FY-01 0 KITS										2.037
FY-02 50 KITS									[50]	28.924
FY-03 25 KITS									[25]	14.873
FY-04 43 KITS									[43]	30.139
FY-05 31 KITS									[31]	6.239
FY-06 41 KITS									[41]	22.235
FY-07 40 KITS	[7]								[40]	21.816
FY-08 40 KITS	[33]		[7]						[40]	21.928
FY-09 41 KITS		24.724	[33]		[8]				[41]	24.724
FY-10 39 KITS				30.108	[32]		[7]		[39]	30.108
FY-11 35 KITS						29.750	[35]		[35]	29.750
FY-12 37 KITS							[37]	34.632	[37]	34.632
FY-13 36 KITS							[36]	63.384	[36]	63.384
FY-14 25 KITS							[25]		[25]	
TOTAL INSTALL	40	24.724	40	30.108	40	29.750	140	98.016	487	338.312
TOTAL COST (BP-1100) (Totals may not add due to rounding)	41	80.421	39	97.946	35	96.724	98	328.735	487	1219.835
INSTALLATION QTY	40		40		40		140		487	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 32 Months Follow-On Lead Time: 15 Months

Fact Sheet: C-135 MN-9709 GATM PHASE II (Continued)

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)		10/99	12/99	12/01	06/02	03/03	03/04	03/05	03/06	03/07	03/08	03/09	03/10	03/11	03/12
Delivery Date (Month/CY)		06/02	08/02	03/03	09/03	06/04	06/05	06/06	06/07	06/08	06/09	06/10	06/11	06/12	06/13

	FY-13	FY-14
Contract Date (Month/CY)	03/13	03/14
Delivery Date (Month/CY)	06/14	06/15

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															1		1		2				8	3	7	11	10	11	9	14	14	14
Output																							4	2	8	8	13	12	9	11	14	14

	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	11	14	13	14	8	8	9	9	9	9	9	9	10	10	10	10	11	10	10	9	10	10	10	10	11	10	10	9	10	10	10	10
Output	12	13	14	12	13	8	9	9	8	9	9	10	9	10	10	10	10	10	11	10	9	10	10	10	10	10	11	10	9	10	10	10

	FY-14				FY-15			
Quarter	1	2	3	4	1	2	3	4
Input	11	10	10	10	10	9		
Output	10	10	10	12	9	10	6	

Description/Justification

A control column actuated stablilizer brake system is required to prevent stabilizer movement in the opposite direction of control column movement. A to R and E to R NRE and prototype funded with FY02 and FY03 Sustaining Engineering (583) funds in an effort to complete prototype and have delivered data to utilize FY04 funds for production kit procurement. 450 kits to be procured. Twenty-eight (28) kits (RC/TC/WC) will be installed at Greenville and not included in total number of installations, thus 422 installations. Installation strategy is CFTs at 3 bases (to be determined).

RELATED TO THE GEILENKIRCHEN MISHAP, JAN 99. THIS MOD HAS SAFETY IMPLICATIONS AND RAISES THE HAZARD RISK INDEX (HRI) FROM 1D TO 1E.

Aircraft Breakdown: Active 203, Reserve 35, ANG 212, Total 450

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					90	4.320	120	5.760	160	7.680	80	3.840
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.108						0.200		
SIM/TRAINER					[20]	2.500						
SUPPORT-EQUIP						3.200						
OGC				0.044		2.845		0.940		0.044		0.136
INSTALLATION OF HARDWARE												
FY-05 90 KITS							[62]	2.300				
FY-06 120 KITS									[120]	3.802		
FY-07 160 KITS											[160]	4.400
FY-08 80 KITS												
TOTAL INSTALL							62	2.300	120	3.802	160	4.400
TOTAL COST (BP-1100) (Totals may not add due to rounding)				0.152	90	12.865	120	9.000	160	11.726	80	8.376
INSTALLATION QTY							62		120		160	

Fact Sheet: C-135 MN-9738 CONTROL COLUMN BREAK (CCB) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									450	21.600
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.308
SIM/TRAINER									[20]	2.500
SUPPORT-EQUIP										3.200
OGC		0.032								4.041
INSTALLATION OF HARDWARE										
FY-05 90 KITS									[62]	2.300
FY-06 120 KITS									[120]	3.802
FY-07 160 KITS									[160]	4.400
FY-08 80 KITS	[80]	2.968							[80]	2.968
TOTAL INSTALL	80	2.968							422	13.470
TOTAL COST (BP-1100) (Totals may not add due to rounding)		3.000							450	45.119
INSTALLATION QTY	80								422	

Method of Implementation: DEPOT/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			
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	21	21	30	30	30	30	40	40	40	40	27	27	26		
Output														20	21	21	30	30	30	30	40	40	40	40	27	27	26	

Description/Justification

Replaces current radome at field level (2 hrs) with a new NORDAM compressed foam core radome which is more resistant to impact and water damage. (R-TOC initiative). Initial spares and RSP rquirements as computed in the Mar 02 D200A Computation will be funded with budgeted 1600 funds as follows: FY03 (3 spares/24 RSP) and FY04 (5 spares). Reduced application to 492 aircraft. Removed 61each KC-135E model aircraft as of FY04 POM. Install schedule extends into FY05.

Aircraft Breakdown: Active 206, Reserve 72, ANG 215, Total 493

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	280	2.653	213	2.028								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.010								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.257		0.062								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	280	2.910	213	2.100								

Fact Sheet: C-135 MN-9812 RADOME REPLACEMENT (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									493	4.681
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.010
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.319
TOTAL COST (BP-1100)									493	5.010
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

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

Milestones

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

Description/Justification

Update existing antiquated relief facilities to support current & future operations. This is Congressional Add Funding - FY03 - $4.869; FY05 - $2.576

Aircraft Breakdown: Active 26, Reserve 0, ANG 0, Total 26

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	16	2.608			10	1.401						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.270										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.003				0.072						
CONTRACTOR SUPPORT		0.126				0.103						
INSTALLATION OF H												
INSTALLATION OF HARDWARE												
FY-03 16 KITS		1.862	[9]		[7]							
FY-05 10 KITS					[3]	1.000	[7]					
TOTAL INSTALL		1.862	9		10	1.000	7					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	16	4.869			10	2.576						
INSTALLATION QTY			9		10		7					

Fact Sheet: C-135 MN-9813 AIRCRAFT LATRINE MODIFICATION (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									26	4.009
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.270
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.075
CONTRACTOR SUPPORT										0.229
INSTALLATION OF H										
INSTALLATION OF HARDWARE										
FY-03 16 KITS									[16]	1.862
FY-05 10 KITS									[10]	1.000
TOTAL INSTALL									26	2.862
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									26	7.445
INSTALLATION QTY									26	

Method of Implementation: DEPOT

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

Milestones

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

Installation Schedule

	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
Input											3	6	3	2	2	3	3	3	1	
Output											3	6	3	2	2	3	3	3	1	

Description/Justification

Boom Operator Weapon System Trainers (BOWST). Develop and field two high-fidelity devices which simulate the environment in a KC-135 boom pod and allow realistic training of aerial refueling procedures across the spectrum of operational situations. The devices are to be placed at the KC-135 Combat Crew Training School, and will replace the current Boom Operator Part Task Trainers, which are over 20 years old, lack the required fidelity, and are becoming increasingly difficult to support.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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]	8.790								
SUPPORT-EQUIP												
OGC				0.010								
TOTAL COST (BP-1100)				8.800								
(Totals may not add due to rounding)												

Fact Sheet: C-135 MN-9814 BOWST (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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]	8.790
SUPPORT-EQUIP										
OGC										0.010
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										8.800

Method of Implementation: ORG/INTERMEDIATE

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)															

Description/Justification

These are low cost modifications. Mods are accomplished per the direction and priorities of the lead command, based on available resources.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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		10.911		1.995		1.995		1.995		0.743		0.683
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		10.911		1.995		1.995		1.995		0.743		0.683

Fact Sheet: C-135 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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		0.401		0.005		1.619				20.347
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		0.401		0.005		1.619				20.347

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
Contract Date (Month/CY)					
Delivery Date (Month/CY)					

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: CCALL				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$0.000	$0.000	$27.421	$46.051	$44.036	$24.245	$19.552	$19.782

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	1001	COMPASS CALL			27.4	46.1	44.0	24.2	19.6	19.8		181.1
TOTAL FOR CLASS P			0.0	0.0	27.4	46.1	44.0	24.2	19.6	19.8	0.0	181.1
TOTAL FOR WEAPON SYSTEM CCALL			0.0	0.0	27.4	46.1	44.0	24.2	19.6	19.8	0.0	181.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 52	PAGE NO. 1	

Description/Justification

These funds are required to provide for the modification of aircraft and airborne systems used in classified missions. These activities will include the Block 35 modification effort and depot activities, including temporary modifications supporting kit proofing and other integration (including performance acceptance and testing) and fielding of capabilities. Because of their sensitive nature, the application of special management and security safeguards is required. Special justifications are provided through classified intelligence or security channels as requested.

Aircraft modification quantities are not provided by year due to classification.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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												
CLASSIFIED								27.421		46.051		44.036
TOTAL COST (BP-1100)								27.421		46.051		44.036
(Totals may not add due to rounding)												

Fact Sheet: CCALL MN-1001 COMPASS CALL (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										
CLASSIFIED		24.245		19.552		19.782				181.087
TOTAL COST (BP-1100)		24.245		19.552		19.782				181.087
(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-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 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-29				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$0.000	$15.710	$3.816	$0.000	$0.000	$0.000	$0.000	$0.000

This line item funds the primary FY06 modifications to the C-29A, commercial equivalent to the Bombardier Challenger 600 series aircraft. The C-29A Combat Flight Inspection Aircraft (CFIN) are used to perform in-flight wartime/peacetime/contingency inspections and evaluations of Air Traffic Control systems and procedures (e.g., instrument departures, arrivals, and approaches).

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	C2901	CFIN A/C ATCALS		14.7	3.8							18.5
	Z88888	REPROGRAMMINGS	0.0	1.0								
TOTAL FOR CLASS P			0.0	15.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	18.5
TOTAL FOR WEAPON SYSTEM C-29			0.0	15.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	18.5

Totals may not add due to rounding.

Description/Justification

Combat Flight Inspection Aircraft (CFIN) are used to perform in-flight wartime/peacetime/contingency inspections and evaluations of Air Traffic Control systems and procedures (e.g., instrument departures, arrivals, and approaches). By a Memorandum Of Agreement (MOA) between the Air Force and the Federal Aviation Administration (FAA), the FAA accepted responsibility for the flight inspection program from the DOD in March 1991. As a part of this MOA, the AF transferred its organic CFIN aircraft to the FAA who assumed the responsibility to operate and maintain the fleet. That fleet is currently being upgraded to the Bombardier Challenger 600 series aircraft. In addition, the MOA identifies the AF as responsible for all military-unique requirements. When operating in threat environments, AF aircrews only operate the CFIN aircraft and perform the flight inspections to ensure the Navigation Aids (NAVAIDS) and routes are safe to fly in adverse weather. Currently, the CFIN aircraft lack threat detection/self protection systems which puts the aircrews and aircraft at risk where threats exist. During recent deployments, the certification of the instrument procedures were delayed until the airspace could be secured impacting mission effectiveness. On other occasions, additional combat aircraft were required to fly cover increasing the cost of the inspections. Under this program, the AF will fund for and procure four infrared Man-Portable Air Defense (MANPAD) system kits (A and B). The FAA will fund for and perform the kit installations. A total of six aircraft will eventually be modified and the four MANPAD systems will be rotated among the aircraft as required to perform the flight inspections

Aircraft Breakdown: Active 6, Reserve 0, ANG 0, Total 6

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					5	1.500	1	0.500				
KITS NONRECUR						0.850						
EQUIPMENT					[5]	9.379	[1]	3.316				
EQUIP NONREC						1.150						
CHANGE ORDERS												
DATA						1.288						
SIM/TRAINER												
SUPPORT-EQUIP						0.510						
INSTALLATION OF HARDWARE												
FY-05 5 KITS							[5]					
FY-06 1 KITS									[1]			
TOTAL INSTALL							5		1			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					5	14.677	1	3.816				
INSTALLATION QTY							5		1			

Fact Sheet: C-29 MN-C2901 CFIN A/C ATCALS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									6	2.000
KITS NONRECUR										0.850
EQUIPMENT									[6]	12.695
EQUIP NONREC										1.150
CHANGE ORDERS										
DATA										1.288
SIM/TRAINER										
SUPPORT-EQUIP										0.510
INSTALLATION OF HARDWARE										
FY-05 5 KITS									[5]	
FY-06 1 KITS									[1]	
TOTAL INSTALL									6	
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									6	18.493
INSTALLATION QTY									6	

Method of Implementation: DEPOT

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

Milestones

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

Installation Schedule

	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
Input														5				1		
Output														5				1		

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: DARP				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$100.315	$99.691	$85.470	$88.385	$102.372	$111.704	$113.418	$114.310

This line item funds classified modifications to the Defense Airborne Reconnaissance Program aircraft. The primary modification budgeted in FY06 is Rivet Joint. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	3009R	REENGINE	18.3	9.3								629.6
	4263	RIVET JOINT	63.6	74.7	76.5	79.2	92.9	95.8	98.3	99.4		680.4
	4265	COMBAT SENT	8.2	8.3	8.9	9.1	9.4	9.7	10.0	10.1		73.8
	4493	U-2 POWER	8.5	7.3								76.1
	6881	JTRS I&I						6.2	5.2	4.8		16.3
	Z88888	REPROGRAMMINGS	1.7	0.1								
TOTAL FOR CLASS P			100.3	99.7	85.5	88.4	102.4	111.7	113.4	114.3	0.0	1,476.3
TOTAL FOR WEAPON SYSTEM DARP			100.3	99.7	85.5	88.4	102.4	111.7	113.4	114.3	0.0	1,476.3

Totals may not add due to rounding.

Description/Justification

Modifies RC-135 aircraft with more powerful, fuel efficient F108 (CFM-56-201) engines, allowing takeoff on shorter runways with higher gross weights. The cleaner, quieter F108 engines meet or exceed all noise and pollution standards. Over 25 other systems / sub-systems, including the landing gear, will extend the life of these aircraft into the 21st Century. Group B items (equipment) are individual engines, not aircraft.

NOTE: Total input quantities do not always match install funding, and kit deliveries do not always align with inputs.

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

Development Status

Funding for RC-135 reengine effort will be completed in FY05 with final delivery occuring in FY06.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		31.175										
PROCUREMENT (3010)												
INSTALL KITS	22	232.405										
KITS NONRECUR		12.837										
EQUIPMENT	88	290.217										
EQUIP NONREC												
CHANGE ORDERS		5.733										
DATA		3.471										
SIM/TRAINER	2	1.795										
SUPPORT-EQUIP		3.300										
TEST		3.000										
INSTALLATION OF HARDWARE												
FY-96 1 KITS	1	3.400										
FY-97 5 KITS	5	9.275										
FY-98 1 KITS	1	4.175										
FY-99 2 KITS	2	8.350										
FY-00 4 KITS	4	16.100										
FY-01 2 KITS	2	8.000										
FY-02 5 KITS			[5]	18.331								
FY-03 2 KITS					[2]	9.250						
TOTAL INSTALL	15	49.300	5	18.331	2	9.250						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	22	602.058		18.331		9.250						
INSTALLATION QTY	15		5		2							

Fact Sheet: DARP MN-3009R REENGINE (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										31.175
PROCUREMENT (3010)										
INSTALL KITS									22	232.405
KITS NONRECUR										12.837
EQUIPMENT									[88]	290.217
EQUIP NONREC										
CHANGE ORDERS										5.733
DATA										3.471
SIM/TRAINER									[2]	1.795
SUPPORT-EQUIP										3.300
TEST										3.000
INSTALLATION OF HARDWARE										
FY-96 1 KITS									[1]	3.400
FY-97 5 KITS									[5]	9.275
FY-98 1 KITS									[1]	4.175
FY-99 2 KITS									[2]	8.350
FY-00 4 KITS									[4]	16.100
FY-01 2 KITS									[2]	8.000
FY-02 5 KITS									[5]	18.331
FY-03 2 KITS									[2]	9.250
TOTAL INSTALL									22	76.881
TOTAL COST (BP-1100) (Totals may not add due to rounding)									22	629.639
INSTALLATION QTY									22	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

	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)		01/96	12/96	01/98	04/99	12/99	12/00	12/01	12/02	12/03	12/04
Delivery Date (Month/CY)		01/98	12/98	01/00	04/01	12/01	12/02	12/03	12/04	12/05	12/06

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		1			1	1	1	1	1	1			1	1			1	1
Output															1	1			1			1	1	1	1	1	1		1	1		

	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
Input	1	1			2	1	1	1	1	1						
Output		1	1	1	1	1			1	1	1	1	1	1		

Description/Justification

Procures and installs various classified modifications for RC-135 aircraft. This mod has multiple contract and delivery dates. Specific quantities and schedules of these modifications are classified and therefore not listed.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Aircraft, sensor systems, and associated ground support system modifications planned for FY06-FY11 include the procurement, fielding and logistical support for three distinct RIVET JOINT baseline configurations.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			[1]	63.560		74.721		76.541		79.243		92.941
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)				63.560		74.721		76.541		79.243		92.941
INSTALLATION QTY												

Fact Sheet: DARP MN-4263 RIVET JOINT (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS		95.778		98.256		99.381			[1]	680.421
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)		95.778		98.256		99.381				680.421
INSTALLATION QTY										

Method of Implementation: DEPOT/FIELD TEAM

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	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)															

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			
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

Procures and installs various classified modifications for RC-135 aircraft. This mod has multiple contract and delivery dates. Specific quantities and schedules of these modifications are classified and therefore not listed.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Aircraft, aircraft sensor systems, and associated ground support system modifications planned for FY06-FY11 include the procurement, fielding and logistical support for two distinct baselines for COMBAT SENT. Additional information is available within the classified Congressional budget exhibits.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			[1]	8.247		8.334		8.929		9.142		9.431
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				8.247		8.334		8.929		9.142		9.431
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: DARP MN-4265 COMBAT SENT (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS		9.720		9.964		10.082			[1]	73.849
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)		9.720		9.964		10.082				73.849
INSTALLATION QTY										

Method of Implementation: DEPOT/FIELD TEAM

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)															

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			
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

Specific modifications are classified. The funding will be used to improve aircraft power distribution and performance. These modifications are necessary for the aircraft to maintain its mission effectiveness in conjunction with changing mission requirements.

Aircraft Breakdown: Active 35, Reserve 0, ANG 0, Total 35

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	34	60.270	1	8.507		7.316						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	34	60.270	1	8.507		7.316						
(Totals may not add due to rounding)												

Fact Sheet: DARP MN-4493 U-2 POWER (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									35	76.093
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									35	76.093

Method of Implementation:

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

Milestones

	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04
Contract Date (Month/CY)		11/98	11/99	11/00	11/01	11/02	11/03
Delivery Date (Month/CY)		11/99	11/00	11/01	11/02	11/03	11/04

Description/Justification

SENIOR SCOUT is an Intelligence, Surveillance and Reconnaissance (ISR) suite of equipment configured in a shelter capable of installation in non-dedicated C-130E/H aircraft. The system provides capabilities to exploit, geolocate and report COMINT and ELINT Signals of Interest (SOI) to air and ground component commanders. It is a flexible, low profile capability adaptable to Strategic, Tactical, Counter Drug and Military Operations Other Than War. The SENIOR SCOUT Reliability and Maintainability program provides for the sustained operational capabilities of the current platform. To extend the life of the sensor suite, obsolete hardware and software must continue to be replaced. Certain mandated interoperability and communications structures (i.e., JTIDS and DAMA) must be complied with. These funds provide for the non-recurring engineering, fabrication and installation of three (3) shelter update kits which began in FY02 with the installations completing in FY05. All funds are managed in Air National Guard.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2	37.879										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		37.879										
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: DARP MN-SCOUT ANG SENIOR SCOUT (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[2]	37.879
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)										37.879
INSTALLATION QTY										

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months Follow-On Lead Time: 6 Months

Milestones

	FY-01	FY-02
Contract Date (Month/CY)		03/02
Delivery Date (Month/CY)		12/02

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																												

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-3				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$54.882	$35.477	$49.292	$135.781	$211.007	$227.144	$417.396	$419.068

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 FY06 is Integrated DAMA GATM. Other modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	50001P	PDMA	2.8	0.5	5.2	1.9	2.7	2.7	2.7	2.8		41.7
	50001T	BLOCK 40/45 UPGRADE				76.0	162.0	143.2	281.4	327.0		989.7
	6881	JTRS I&I						17.6	3.6	7.2		28.4
	7225	NEXT GENERATION IDENT								7.0		7.0
	7266	RADAR SYSTEM IMPROVE	17.8	1.3								534.7
	7267	NAVWAR				3.9	4.2	7.2				15.3
	7268	INTEGRATED DAMA GATM	6.4	16.9	34.7	31.4	32.7	25.2	8.2			155.4
	8662	AETC MTD UPGRADES-FI			0.1	0.5						0.6
	9707	RM&A MODS	21.6	14.5	9.3	22.0	9.5	31.2	88.1	63.2		259.4
	9709	E-3 AVIONICS MODERNIZA							33.3	11.9		45.2
	99999X	LOW COST MODIFICATIO	0.1	0.1	0.1	0.1						0.1
	Z88888	REPROGRAMMINGS	6.3	2.3								
TOTAL FOR CLASS P			55.0	35.6	49.4	135.9	211.0	227.1	417.4	419.1	0.0	2,077.5
TOTAL FOR WEAPON SYSTEM E-3			55.0	35.6	49.4	135.9	211.0	227.1	417.4	419.1	0.0	2,077.5

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 55	PAGE NO. 1	

Description/Justification

The HF Messenger system provides a low cost, quick to field, airborne, worldwide, and secure e-mail transmission/receive capability to E-3's through the High Frequency (HF) radio using automatic link establishment. It is installed organically at the wing at no investment cost to the appropriation. HF Messenger allows the transfer of command and control, time critical data in almost any file format. There are a total of 33 aircraft - 32 operational and 1 test aircaft, designated TS-3. TS-3 is funded with RDT&E funds.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0, Total 32

Development Status

n/a

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	32	1.488										
KITS NONRECUR		0.351										
EQUIPMENT	32	1.444										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.153										
SIM/TRAINER												
SUPPORT-EQUIP		0.218										
ICS												
CONTRACTOR SUPPORT												
OGC												
PROGRAM MNGMT		0.386										
INSTALLATION OF HARDWARE												
FY-02 17 KITS	17											
FY-03 15 KITS	15											
TOTAL INSTALL	32											
TOTAL COST (BP-1100) (Totals may not add due to rounding)	32	4.040										
INSTALLATION QTY	32											

Fact Sheet: E-3 MN-3403 HF MESSENGER (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									32	1.488
KITS NONRECUR										0.351
EQUIPMENT									[32]	1.444
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.153
SIM/TRAINER										
SUPPORT-EQUIP										0.218
ICS										
CONTRACTOR SUPPORT										
OGC										
PROGRAM MNGMT										0.386
INSTALLATION OF HARDWARE										
FY-02 17 KITS									[17]	
FY-03 15 KITS									[15]	
TOTAL INSTALL									32	
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									32	4.040
INSTALLATION QTY									32	

Method of Implementation: CONTRACT FIELD TEAM

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

Milestones

	FY-01	FY-02	FY-03
Contract Date (Month/CY)		09/02	10/02
Delivery Date (Month/CY)		01/03	02/03

Installation Schedule

	FY-01				FY-02				FY-03			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input										17	15	
Output											17	15

Description/Justification

Programmed Depot Maintenance Activity (PDMA) modifications are designed to keep the E-3 weapon system operational. The weapon system includes aircraft systems, trainers, support equipment, mission equipment and infrastructure. The modifications on the aircraft include a combination of the following: installation of jack points, fuel cell wiring harnesses, engine bearing replacements/accessories, engine diagonal braces, fuel tank sealant, wing skins, stringers, wing spars (structural integrity), lower lobe aircraft corrosion removal, Anti-Ice Valves, Pressure Regulator Shut Off Valves, seat-reels, digital tech orders, and Environmental and Electrical Systems. These installations are necessary to sustain the reliability of the weapon system. A total of 35 kits were purchased of which 33 kits will be installed (one kit was lost in a plane crash and one kit was installed on a trainer). These kits are bundled in different configurations and will be installed with the given available funding constraints in each given year. The modifications and support to the trainers, support equipment and infrastructure include a combination of the following: Test Program Set Development, Packaging, Handling, Shipping and Transportation of government furnished parts and equipment, Infrastructure Analysis and Training Product Support. These modifications are necessary to sustain the weapon system until 2035. There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0, Total 33

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.778										
PROCUREMENT (3010)												
INSTALL KITS	1	0.159										
KITS NONRECUR	1	2.946										
EQUIPMENT	63	1.496										
EQUIP NONREC												
CHANGE ORDERS												
DATA		2.497										
SIM/TRAINER		0.701						0.110		0.115		0.120
SUPPORT-EQUIP		0.100		0.384				3.464		0.444		0.720
ICS		0.549		0.623		0.377						
CONTRACTOR SUPPORT		5.115		1.402				0.756		1.115		1.609
PROGRAM MNGMT		1.054		0.289		0.111		0.583		0.080		0.076
GFP								0.150				
OGC		0.842		0.131		0.020		0.146		0.145		0.150

Fact Sheet: E-3 MN-50001P PDMA (Continued)

Projected Financial Plan Continued

		PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-95	1 KITS	1	0.059										
FY-96	1 KITS	1	1.162										
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)		2	20.318		2.829		0.508		5.209		1.899		2.675
INSTALLATION QTY		24		4									

Fact Sheet: E-3 MN-50001P PDMA (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										6.778
PROCUREMENT (3010)										
INSTALL KITS									1	0.159
KITS NONRECUR									1	2.946
EQUIPMENT									[63]	1.496
EQUIP NONREC										
CHANGE ORDERS										
DATA										2.497
SIM/TRAINER		0.121		0.130		0.138				1.435
SUPPORT-EQUIP		0.771		0.790		0.810				7.482
ICS										1.549
CONTRACTOR SUPPORT		1.603		1.619		1.630				14.849
PROGRAM MNGMT		0.082		0.043		0.045				2.363
GFP										0.150
OGC		0.151		0.160		0.170				1.915
INSTALLATION OF HARDWARE										
FY-95 1 KITS									[1]	0.059
FY-96 1 KITS									[1]	1.162
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)		2.728		2.742		2.793			2	41.700
INSTALLATION QTY									28	

Method of Implementation: DEPOT

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 PDMA (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

Funds concurrent acquisition and retrofit of the Radar System Improvement Program (RSIP) to enhance radar detection, Electronic Protection, and improve/expand radar maintenance capabilities. There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3. TS-3 is funded with RDT&E funds.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0, Total 32

Development Status

Complete. IOT&E Date: October 1996

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	32	6.302										
KITS NONRECUR		6.805										
EQUIPMENT	32	317.899										
EQUIP NONREC		20.236										
CHANGE ORDERS				0.000								
DATA		2.755		0.000		0.188						
SIM/TRAINER	2	23.200										
SUPPORT-EQUIP		21.811										
COMMODITY MOD		2.472		0.350		0.162						
DMS (Diminished Manfacturing Sources)		6.187										
ENG SUPPORT		14.535		5.788		0.284						
DEPOT		5.522				0.038						
ICS		16.251										
OGC		5.465		0.098		0.036						
CONTRACTOR SUPPORT		12.442		2.003		0.275						
PROGRAM MNGMT		19.154		1.820		0.274						
GFE		4.908		0.000								

Projected Financial Plan Continued

		PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-96	2 KITS	2	6.904										
FY-97	2 KITS	2	0.898										
FY-98	4 KITS	4	2.398										
FY-99	5 KITS	5	3.340										
FY-00	2 KITS	2	2.219										
FY-01	8 KITS	8	10.260										
FY-02	9 KITS	3	3.706	[6]	7.758		0.000						
TOTAL INSTALL		26	29.725	6	7.758								
TOTAL COST (BP-1100) (Totals may not add due to rounding)		32	515.669		17.817		1.257						
INSTALLATION QTY		21		11									

Fact Sheet: E-3 MN-7266 RADAR SYSTEM IMPROVEMENT PROGRAM (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									32	6.302
KITS NONRECUR										6.805
EQUIPMENT									[32]	317.899
EQUIP NONREC										20.236
CHANGE ORDERS										
DATA										2.943
SIM/TRAINER									[2]	23.200
SUPPORT-EQUIP										21.811
COMMODITY MOD										2.984
DMS (Diminished Manfacturing Sources)										6.187
ENG SUPPORT										20.607
DEPOT										5.560
ICS										16.251
OGC										5.599
CONTRACTOR SUPPORT										14.720
PROGRAM MNGMT										21.248
GFE										4.908
INSTALLATION OF HARDWARE										
FY-96 2 KITS									[2]	6.904
FY-97 2 KITS									[2]	0.898
FY-98 4 KITS									[4]	2.398
FY-99 5 KITS									[5]	3.340
FY-00 2 KITS									[2]	2.219
FY-01 8 KITS									[8]	10.260
FY-02 9 KITS									[9]	11.464
TOTAL INSTALL									32	37.483
TOTAL COST (BP-1100) (Totals may not add due to rounding)									32	534.743
INSTALLATION QTY									32	

Method of Implementation: DEPOT

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

Milestones

	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)		03/96	12/96	12/97	12/98	12/99	12/00	12/01	12/02
Delivery Date (Month/CY)		03/98	12/98	12/99	12/00	12/01	12/02	12/03	12/04

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															1		1	1				1	1	1	1	2	1	1	1	1	1	
Output																1		1	1				1	1	1	1	2	1	1	1	1	1

	FY-03				FY-04			
Quarter	1	2	3	4	1	2	3	4
Input	2	2	1	2	3	3	3	2
Output		2	2	1	2	3	3	5

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 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 an 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 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 and denials and impacts AWACS ability to support worldwide response to situations requiring immediate on-scene command and control (C2) battle management. Approved funding will procure the required 32 production kits. 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 Device (FTD).

PE# 0303601F will provide AWACS funding for (7) Airborne Integrated Terminal Kits:
FY04 - $3.718M (3)
FY05 - $9.446M (3)
FY06 - $.658M (1)

Lead Time for Iintegrated DAMA/GATM (IDG) equipment is greater than 12 months.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0, Total 32

Development Status

Development contract awarded 4/02.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		30.694		26.817								
PROCUREMENT (3010)												
INSTALL KITS			3	0.832	4	1.124	7	2.200	6	1.746	9	2.671
KITS NONRECUR						1.226		2.292		2.443		2.839
EQUIPMENT			[3]	0.217	[4]	0.605	[7]	4.352	[6]	3.779	[9]	5.330
EQUIP NONREC												
CHANGE ORDERS								2.500		1.758		1.643
DATA				0.121		0.474		0.584		0.608		0.697
SIM/TRAINER					[3]	4.000	[1]	1.800	[1]	3.745	[1]	1.680
SUPPORT-EQUIP				1.413				2.084				
PROGRAM MNGMT				0.649		2.489		3.879		1.323		0.927
CONTRACTOR SUPPORT						2.125		2.122		1.877		1.704
GFE				0.928		1.257		2.251		1.965		3.006
ICS								0.551		0.714		0.729
OGC				2.200		1.238		5.342		4.442		5.041

Fact Sheet: E-3 MN-7268 INTEGRATED DAMA GATM (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-04 3 KITS					[3]	2.358						
FY-05 4 KITS							[4]	4.713				
FY-06 7 KITS									[7]	6.999		
FY-07 6 KITS											[6]	6.392
FY-08 9 KITS												
FY-09 3 KITS												
TOTAL INSTALL					3	2.358	4	4.713	7	6.999	6	6.392
TOTAL COST (BP-1100) (Totals may not add due to rounding)			3	6.360	4	16.896	7	34.670	6	31.399	9	32.659
INSTALLATION QTY					3		4		7		6	

Fact Sheet: E-3 MN-7268 INTEGRATED DAMA GATM (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										57.511
PROCUREMENT (3010)										
INSTALL KITS	3	0.908							32	9.481
KITS NONRECUR		2.211		0.553						11.564
EQUIPMENT	[3]	1.723							[32]	16.006
EQUIP NONREC										
CHANGE ORDERS		1.820		0.882						8.603
DATA		0.511		0.128						3.123
SIM/TRAINER									[6]	11.225
SUPPORT-EQUIP										3.497
PROGRAM MNGMT		0.756		0.127						10.150
CONTRACTOR SUPPORT		1.425		1.354						10.607
GFE		1.022								10.429
ICS		0.743		0.758						3.495
OGC		4.800		1.240						24.303
INSTALLATION OF HARDWARE										
FY-04 3 KITS									[3]	2.358
FY-05 4 KITS									[4]	4.713
FY-06 7 KITS									[7]	6.999
FY-07 6 KITS									[6]	6.392
FY-08 9 KITS	[9]	9.298							[9]	9.298
FY-09 3 KITS			[3]	3.109					[3]	3.109
TOTAL INSTALL	9	9.298	3	3.109					32	32.869
TOTAL COST (BP-1100) (Totals may not add due to rounding)	3	25.217		8.151					32	155.352
INSTALLATION QTY	9		3						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	11/06	11/07	11/08
Delivery Date (Month/CY)				06/05	11/05	11/06	11/07	11/08	11/09

Fact Sheet: E-3 MN-7268 INTEGRATED DAMA GATM (Continued)

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	1	1	1	1	2	2	2	1	1	2	1	2
Output																			1	2	1	1	1	1	1	2	2	2	2	1	2	1

	FY-09				FY-10			
Quarter	1	2	3	4	1	2	3	4
Input	3	2	2	2	2	1		
Output	2	3	2	2	1	2		

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 Commader Air Combat Command (COMACC) mandated Mission Capable (MC) rate of 85%. These modifications will purchase 33 Aircraft kits, labs, and the installation of the kits (or some multiple of the 33 Aircraft kits based on the required quantities per Aircraft and total funds available). The RM&A modifications include a combination of: Wideband Klystron Power Amplifier, 140 KVA Bus Input Power, Fuel Overide Pump Replacement, Fuel Boost Pump Replacement, Dual Refresh Channel Low Voltage Power Supply, Fuel Quantity Indication System Improvement, Solid State Trigger Pulse Amplifier, Solid State High Power Amplifier Technical Orders, APY-1/APY-2 Receiver Protector, High Voltage Filter Upgrade Kits, Line Printer Installs, Defuel Valve Access Panel, Aircraft DC Power Reliability Improvements, Integrated Drive Generator Constant Speed Drive, Fuselage BS 259.5 Bulkhead Mod, ARC-169 Ultra High Frequency Low Power Filter, Low Amp Mixer Pre-Amp, Electronic Support System removal, Attitude Heading Reference System, Dehumidification Program, SF-6 Check Valve, Joint Tactical Information Data System (JTIDS) organic depot support, Integration Engineering to proactively solve Diminished Manufacturing Source (DMS) problems, and Pinpoint Tester to replace the legacy system. There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0, Total 33

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			[168]	0.191	[82]	0.284	[26]	0.134	[103]	0.466	[38]	0.178
KITS NONRECUR												
EQUIPMENT			168	6.643	82	7.500	26	6.095	103	16.532	38	5.442
EQUIP NONREC				4.762								
CHANGE ORDERS												
DATA				0.019		0.333		0.110		0.640		0.121
SIM/TRAINER			[7]	0.104	[5]	0.136			[1]	0.672	[2]	0.337
SUPPORT-EQUIP				6.160		0.943						
OGC				0.000		0.025		0.014		0.040		0.020
CONTRACTOR SUPPORT				0.000		0.692		0.383		1.108		0.552
PROGRAM MNGMT				2.202		3.152		1.038		0.927		0.271
DMS (Diminished Manfacturing Sources)				1.500		1.415		1.509		1.603		1.603

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-04 168 KITS												
FY-05 82 KITS												
FY-06 26 KITS												
FY-07 103 KITS											[6]	1.017
FY-08 38 KITS												
FY-09 58 KITS												
FY-10 125 KITS												
FY-11 64 KITS												
TOTAL INSTALL											6	1.017
TOTAL COST (BP-1100) (Totals may not add due to rounding)			168	21.581	82	14.480	26	9.283	103	21.988	38	9.541
INSTALLATION QTY											6	

Fact Sheet: E-3 MN-9707 RM&A MODS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	[58]	0.288	[125]	2.151	[64]	1.473			[664]	5.165
KITS NONRECUR										
EQUIPMENT	58	19.659	125	65.105	64	46.261			664	173.237
EQUIP NONREC		2.946		5.673						13.381
CHANGE ORDERS										
DATA		0.791		1.972		1.078				5.064
SIM/TRAINER	[4]	2.520	[6]	1.005					[25]	4.774
SUPPORT-EQUIP				2.513						9.616
OGC		0.040		0.183		0.127				0.449
CONTRACTOR SUPPORT		1.095		5.016		3.493				12.339
PROGRAM MNGMT		0.935		1.371		1.013				10.909
DMS (Diminished Manfacturing Sources)		1.603		1.603		1.603				12.439
INSTALLATION OF HARDWARE										
FY-04 168 KITS										
FY-05 82 KITS										
FY-06 26 KITS										
FY-07 103 KITS									[6]	1.017
FY-08 38 KITS	[7]	1.321							[7]	1.321
FY-09 58 KITS			[6]	1.543					[6]	1.543
FY-10 125 KITS					[8]	8.108			[8]	8.108
FY-11 64 KITS										
TOTAL INSTALL	7	1.321	6	1.543	8	8.108			27	11.989
TOTAL COST (BP-1100) (Totals may not add due to rounding)	58	31.198	125	88.135	64	63.156			664	259.362
INSTALLATION QTY	7		6		8				27	

Method of Implementation: DEPOT

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																					2	2	1	1	2	2	2	1	2	2	1	1
Output																						2	2	1	1	2	2	2	1	2	2	1

	FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4
Input	2	2	2	2				
Output	1	2	2	2	2			

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-4				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$56.746	$100.268	$85.342	$69.203	$26.699	$3.531	$10.776	$25.494

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 FY05 is the Senior Leader. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	3410	NPES (NC2AIS) E-4B	0.5	0.5	0.6	0.6	0.6	0.6	0.7	0.7		9.3
	4381	E-4B NATIONAL AIRBORN	27.2	60.9	55.4	23.5						167.1
	4381B	E-4B NATIONAL AIRBORN				27.0	18.2					45.1
	4383	MESSAGE PROCESSING S		1.1								13.1
	4387	SENIOR LEADERS COMM	16.9	18.5	16.8	6.5						83.7
	4388	VHF/FM	0.2									1.8
	4389	C-3 UHF DIGITIZATION					3.3	2.9				6.2
	4390	E-4B KG-3X MODERNIZATI				1.5	0.1					1.6
	4391	SHF MUX UPGRADE				0.2	0.1					0.3
	9709	GATM PHASE II	1.3	7.9	7.9	5.0						22.1
	9709D	E-4B COMMUNICATION NA							5.8	20.3		26.1
	99999S	SERVICE BULLETINS	4.0	2.8	2.7	2.9	2.5		2.3	2.6		55.1
	99999X	LOW COST MODIFICATIO	2.6	2.0	2.0	2.0	2.0		2.0	2.0		25.7
	Z88888	REPROGRAMMINGS	4.0	6.6								
TOTAL FOR CLASS P			56.7	100.3	85.3	69.2	26.7	3.5	10.8	25.5	0.0	457.0
TOTAL FOR WEAPON SYSTEM E-4			56.7	100.3	85.3	69.2	26.7	3.5	10.8	25.5	0.0	457.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 56	PAGE NO. 1	

Description/Justification

Funds will provide for the updating (technical refresh) of ADP (Automated Data Processing) equipment and software that provides Nuclear Planning and Execution System (NPES) capability on the E-4B. This technical refresh activity is to ensure that the numerous commercial off the shelf (COTS) components contained in the NPES system installed in the E-4B remains both interoperable with its ground-based counterparts and to ensure that the system remains logistically supportable. Interoperability is a primary concern with this nuclear command and control system that communicates orders from President of the United States (POTUS), Secretary of Defense, Joint Staff, and Combatant Commanders. Implements MOA dated 13 Dec 95, 'Transition of Management for the NPES and successor, Nuclear Command and Control Automated Information System (NC2AIS)'.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

None

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	4		1		1	0.442	1	0.350	1	0.358	1	0.369
KITS NONRECUR												
EQUIPMENT	4	4.540	[1]	0.485	[1]	0.049						
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]	0.235				
FY-07 1 KITS									[1]	0.240		
FY-08 1 KITS											[1]	0.248
FY-09 1 KITS												
FY-10 1 KITS												
FY-11 1 KITS												
TOTAL INSTALL	4		1		1		1	0.235	1	0.240	1	0.248
TOTAL COST (BP-1100)	4	4.540	1	0.485	1	0.491	1	0.585	1	0.598	1	0.617

Fact Sheet: E-4 MN-3410 NPES (NC2AIS) E-4B (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
(Totals may not add due to rounding)												
INSTALLATION QTY	4		1		1		1		1		1	

Fact Sheet: E-4 MN-3410 NPES (NC2AIS) E-4B (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	1	0.380	1	0.389	1	0.395			12	2.683
KITS NONRECUR										
EQUIPMENT									[6]	5.074
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]	0.235
FY-07 1 KITS									[1]	0.240
FY-08 1 KITS									[1]	0.248
FY-09 1 KITS	[1]	0.257							[1]	0.257
FY-10 1 KITS			[1]	0.264					[1]	0.264
FY-11 1 KITS					[1]	0.266			[1]	0.266
TOTAL INSTALL	1	0.257	1	0.264	1	0.266			12	1.510
TOTAL COST (BP-1100) (Totals may not add due to rounding)	1	0.637	1	0.653	1	0.661			12	9.267
INSTALLATION QTY	1		1		1				12	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 0 Months Follow-On Lead Time: 0 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)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Fact Sheet: E-4 MN-3410 NPES (NC2AIS) E-4B (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						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			
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				1		
Output		1				1				1				1				1		

Description/Justification

The Modified Miniature Receive Terminal (MMRT) program modifies existing Miniature Receive Terminals (MRT) for installation and integration into the E-4B National Airborne Operations Center (NAOC) and the E-6 Take Charge and Move Out (TACAMO) fleets. MRT is a Low Frequency/Very Low Frequency (LF/VLF) receiver currently operational in the B-1B and B-52H. Group B kits will be drawn from available spares and non-SIOP tasked bombers. MMRT is a Joint Program with the Air Force as lead agency and receives funding via the Minimum Essential Emergency Communication Network (MEECN) program . Under the terms of a 26 Feb '96 MOU between the Air Force (ESC/TG) and the Navy (PEO/PMA-271), the Air Force is responsible for modifications to all existing MRTs in an effort to provide a common MMRT radio for both Air Force and Navy users. This explains why the quantity of purchased kits exceed the number of installations. Air Force is responsible for installing the MMRT on the E-4 while the Navy is responsible for installation on the E-6 aircraft. NAOC and TACAMO are essential components of the Nuclear Command and Control System. Specific production costs have been updated to reflect the current working government estimate and recent contractor proposals. $535K of FY02 funding transferred from NAVSTAR GPS, Mod #3150, to MMRT, Mod #3505, to compensate for MMRT project cost growth.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0, Total 3

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	3	28.529										
PROCUREMENT (3010)												
INSTALL KITS	3	1.200										
KITS NONRECUR	1	0.160										
EQUIPMENT	75	20.086										
EQUIP NONREC	1	0.200										
CHANGE ORDERS												
DATA	2	1.515										
SIM/TRAINER												
SUPPORT-EQUIP	3	3.864										
SPARES	14	2.800										
INSTALLATION OF HARDWARE												
FY-00 2 KITS	2	2.123										
FY-01 1 KITS	1	0.925										
TOTAL INSTALL	3	3.048										
TOTAL COST (BP-1100) (Totals may not add due to rounding)	3	32.873										
INSTALLATION QTY	3											

Fact Sheet: E-4 MN-3505 MODIFIED MINIATURE RECEIVER TERMINAL (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[3]	28.529
PROCUREMENT (3010)										
INSTALL KITS									3	1.200
KITS NONRECUR									[1]	0.160
EQUIPMENT									[75]	20.086
EQUIP NONREC									[1]	0.200
CHANGE ORDERS										
DATA									[2]	1.515
SIM/TRAINER										
SUPPORT-EQUIP									[3]	3.864
SPARES									[14]	2.800
INSTALLATION OF HARDWARE										
FY-00 2 KITS									[2]	2.123
FY-01 1 KITS									[1]	0.925
TOTAL INSTALL									3	3.048
TOTAL COST (BP-1100) (Totals may not add due to rounding)									3	32.873
INSTALLATION QTY									3	

Method of Implementation: COMBINATION

Initial Lead Time: 7 Months Follow-On Lead Time: 15 Months

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)				11/00	12/01
Delivery Date (Month/CY)				06/01	03/03

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				
Output																								1				1			1	

Description/Justification

The E-4B Audio Infrastruture Update (AIU) (formerly NAOC Block 5A Update) replaces the switchboard, semiautomatic switching system, manual telephone switching set, secure voice switching assembly, link select assembly, and portions of the patch & test facility with a modern switching system, an updated multiplexer, and new telephone devices. Prototype kit procured and installed with RDT&E funds. This modification is fully funded.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0, Total 3

Development Status

Prototype install is in work on aircraft tail number 1677. Install is being accomplished along with GATM II and Senior Leadership Communication System (SLCS) (part of Mod Block 1) and integrated with the program depot maintenace (PDM). Prototype contract delivery date is Jan 05.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	95.197		29.688		9.974						
PROCUREMENT (3010)												
INSTALL KITS			1	11.064	1	12.293	1	11.843				
KITS NONRECUR												
EQUIPMENT			[1]	16.160	[1]	20.843	[1]	18.160				
EQUIP NONREC												
CHANGE ORDERS												
DATA								1.390				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-04 1 KITS					[1]	27.802						
FY-05 1 KITS							[1]	23.988				
FY-06 1 KITS									[1]	23.544		
TOTAL INSTALL					1	27.802	1	23.988	1	23.544		
TOTAL COST (BP-1100) (Totals may not add due to rounding)			1	27.224	1	60.938	1	55.381		23.544		
INSTALLATION QTY					1		1		1			

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[1]	134.859
PROCUREMENT (3010)										
INSTALL KITS									3	35.200
KITS NONRECUR										
EQUIPMENT									[3]	55.163
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.390
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-04 1 KITS									[1]	27.802
FY-05 1 KITS									[1]	23.988
FY-06 1 KITS									[1]	23.544
TOTAL INSTALL									3	75.334
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									3	167.087
INSTALLATION QTY									3	

Method of Implementation: CLS

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

Milestones

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

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																															1	
Output																																

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

Description/Justification

The existing computer-based Message Processing System (MPS) became unsupportable during FY01 due to a diminished manufacturing base. Many of the components became non-reparable as the OEMs (Original Equipment Manufacturers) dropped support for their long out-of-production products. This modification replaces an existing system with one that retains the same capabilities but uses COTS-based components that are in production and expected to be supportable for the foreseeable future. The MPS serves as the interface between interior and exterior battle staff communication on- and off-board the E-4B, via four operator terminals. MPS provides the capability to receive and generate all types of message traffic required for the NAOC mission, including Emergency Action Messages (EAMs), force direction and status messages, Tactical Warning and Attack Assessment (TW/AA), and Combatant Commander networks, at all classification levels and compartments.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

None

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	4	1.341										
KITS NONRECUR		5.223										
EQUIPMENT	4	2.694										
EQUIP NONREC		0.283										
CHANGE ORDERS												
DATA		0.195										
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-02 0 KITS		2.230										
FY-03 4 KITS					[4]	1.100						
TOTAL INSTALL		2.230			4	1.100						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	4	11.966				1.100						
INSTALLATION QTY					4							

Fact Sheet: E-4 MN-4383 MESSAGE PROCESSING SYSTEM (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									4	1.341
KITS NONRECUR										5.223
EQUIPMENT									[4]	2.694
EQUIP NONREC										0.283
CHANGE ORDERS										
DATA										0.195
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-02 0 KITS										2.230
FY-03 4 KITS									[4]	1.100
TOTAL INSTALL									4	3.330
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									4	13.066
INSTALLATION QTY									4	

Method of Implementation: CONTRACT FIELD TEAM

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

Milestones

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

Installation Schedule

	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
Input																	3	1		
Output																	3	1		

Description/Justification

The SLCS Wideband Modification will provide the capability for Direct Broadcast Service (DBS), Global Broadcast System (GBS), full motion point-to-point video; video teleconferencing capability; access to defense information system network and public switch network for voice, video and data. E-4B has the requirement to provide the President, the Secretary of Defense and their staff broadband information to adequately perform their duties as if they were in their home office. This modification is fully funded.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

Prototype install is in work on aircraft tail number 1677. Install is being accomplished along with GATM II and Audio Infrastruture Update (AIU) (part of Mod Block 1) and integrated with the program depot maintenance. Prototype delivery date is March 05.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	4.835	1	2.043	1	3.597	1	4.267				
KITS NONRECUR	1	2.963										
EQUIPMENT	1	13.587	[1]	4.318	[1]	4.915	[1]	3.193				
EQUIP NONREC	1	2.500										
CHANGE ORDERS												
DATA		1.145						0.859				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-03 1 KITS			[1]	10.498								
FY-04 1 KITS					[1]	10.000						
FY-05 1 KITS							[1]	8.500				
FY-06 1 KITS									[1]	6.471		
TOTAL INSTALL			1	10.498	1	10.000	1	8.500	1	6.471		
TOTAL COST (BP-1100) (Totals may not add due to rounding)	1	25.030	1	16.859	1	18.512	1	16.819		6.471		
INSTALLATION QTY			1		1		1		1			

Fact Sheet: E-4 MN-4387 SENIOR LEADERS COMMUNICATION SYSTEM (SLCS) (Continued)

(Continued)

		FY-09		FY-10		FY-11		TO COMP		TOTAL	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)											
PROCUREMENT (3010)											
INSTALL KITS										4	14.742
KITS NONRECUR										[1]	2.963
EQUIPMENT										[2]	26.013
EQUIP NONREC										[1]	2.500
CHANGE ORDERS											
DATA											2.004
SIM/TRAINER											
SUPPORT-EQUIP											
OGC											
INSTALLATION OF HARDWARE											
FY-03	1 KITS									[1]	10.498
FY-04	1 KITS									[1]	10.000
FY-05	1 KITS									[1]	8.500
FY-06	1 KITS									[1]	6.471
TOTAL INSTALL										4	35.469
TOTAL COST (BP-1100)											
(Totals may not add due to rounding)										4	83.691
INSTALLATION QTY										4	

Method of Implementation: CLS

Initial Lead Time: 7 Months Follow-On Lead Time: 7 Months

Milestones

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

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						1				1				1						
Output																	1						1				1				1		

Description/Justification

Current system must be modified to meet National Telecommunications and Information Administration (NTIA) requirement for 12.5 KHz channel spacing. Must be compatible with White House Communications Agency (WHCA)/White House Military Office (WHMO) OPLANS/requirements to maintain connectivity and coordination with senior leadership.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

none

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	4	0.955										
KITS NONRECUR												
EQUIPMENT	4	0.456										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.145										
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-03 4 KITS			[4]	0.235								
TOTAL INSTALL			4	0.235								
TOTAL COST (BP-1100)	4	1.556		0.235								
(Totals may not add due to rounding)												
INSTALLATION QTY			4									

Fact Sheet: E-4 MN-4388 VHF/FM (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									4	0.955
KITS NONRECUR										
EQUIPMENT									[4]	0.456
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.145
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-03 4 KITS									[4]	0.235
TOTAL INSTALL									4	0.235
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									4	1.791
INSTALLATION QTY									4	

Method of Implementation: CONTRACT FIELD TEAM

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

Milestones

	FY-02	FY-03	FY-04
Contract Date (Month/CY)			11/03
Delivery Date (Month/CY)			05/04

Installation Schedule

	FY-02				FY-03				FY-04			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
Input											2	2
Output											2	2

Description/Justification

This E-4B GATM II modification addresses the Communication, Navigation and Surveillance (CNS) aspects of evolving domestic and international air traffic management requirements that come into effect during 2003 and 2005. GATM Phase II provides Controller-Pilot Data Link Communication over VHF, HF and INMARSAT; and Aircraft System On/Off capability to permit aircraft communications using internationally accepted technical protocols and to permit secure operations when militarily required. This modification is fully funded. The prototype modification is funded using RDT&E funds.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0, Total 3

Development Status

Prototype install is in work on aircraft tail number 1677. Install is being accomplished along with Audio Infrastructure Update (AIU) and Senior Leadership Communications System (SLCS) (part of Mod Block 1) and integrated with the program depot maintenance (PDM). Prototype delivery date is March 05.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	10.328		4.723		1.000						
PROCUREMENT (3010)												
INSTALL KITS			1	0.192	1	0.392	1	0.392				
KITS NONRECUR												
EQUIPMENT			[1]	1.088	[1]	1.540	[1]	1.395				
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.119				
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-04 1 KITS					[1]	5.973						
FY-05 1 KITS							[1]	5.948				
FY-06 1 KITS									[1]	5.026		
TOTAL INSTALL					1	5.973	1	5.948	1	5.026		
TOTAL COST (BP-1100)			1	1.280	1	7.905	1	7.854		5.026		
(Totals may not add due to rounding)												
INSTALLATION QTY					1		1		1			

Fact Sheet: E-4 MN-9709 GATM PHASE II (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)									[1]	16.051
PROCUREMENT (3010)										
INSTALL KITS									3	0.976
KITS NONRECUR										
EQUIPMENT									[3]	4.023
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.119
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-04 1 KITS									[1]	5.973
FY-05 1 KITS									[1]	5.948
FY-06 1 KITS									[1]	5.026
TOTAL INSTALL									3	16.947
TOTAL COST (BP-1100) (Totals may not add due to rounding)									3	22.065
INSTALLATION QTY									3	

Method of Implementation: CLS

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
Contract Date (Month/CY)					11/03	03/05	03/06
Delivery Date (Month/CY)					11/04	03/06	03/07

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				1	
Output																											1				1	

	FY-08			
Quarter	1	2	3	4
Input				
Output			1	

Description/Justification

There are numerous miscellaneous modifications (service bulletins) anticipated for incorporation on the E-4 to keep the weapon system in compliance with FAA standards/certification. These service bulletins affect safety, product improvement, maintenance and reliability. FY03/04 increase to fund kit and installation effort for Thrust Reverser AD 2000-14-11.

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

Development Status

None

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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		35.394		4.043		2.764		2.704		2.893		2.453
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		35.394		4.043		2.764		2.704		2.893		2.453

Fact Sheet: E-4 MN-99999S SERVICE BULLETINS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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				2.324		2.573				55.148
TOTAL COST (BP-1100)				2.324		2.573				55.148
(Totals may not add due to rounding)										

Method of Implementation:

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
Contract Date (Month/CY)								
Delivery Date (Month/CY)								

Description/Justification

These are low cost modifications not to expected to exceed $1.9M per year which are necessary for reliability, maintainability, and/or improved system performance.

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

Development Status

None

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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		10.868		2.621		1.999		1.999		1.999		1.999
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		11.052		2.621		1.999		1.999		1.999		1.999

Fact Sheet: E-4 MN-99999X LOW COST MODIFICATIONS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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				1.999		1.999				25.483
TOTAL COST (BP-1100)				1.999		1.999				25.667
(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
Contract Date (Month/CY)					
Delivery Date (Month/CY)					

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-8C				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$41.380	$44.452	$15.506	$12.558	$44.865	$37.738	$39.719	$37.913

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 modification budgeted in FY06 is the Combined SATCOM ABCCC Capability Insertion (CSACI). Other modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	38200	RELIABILITY, MAINTAINABI	11.5	4.8	1.5	4.1	3.7	4.7	4.8	4.9		73.4
	38201	CRP (COMPUTER REPLAC	12.6									170.1
	38202	CSACI (COMBINED SATCO	9.6	35.8	11.0							64.6
	38203	KILL CHAIN ENHANCEMEN	0.7	1.1	2.9	3.3	4.6	5.1	5.4	5.5		34.8
	38205	JTRS INTEGRATION						11.8	12.9	10.9		35.6
	38206	Communications Navigation			0.1	5.2	36.5	16.2	16.6	16.6		91.2
	8662	AETC MTD UPGRADES-FI	6.9									6.9
	Z88888	REPROGRAMMINGS	0.1	2.8								
TOTAL FOR CLASS P			41.5	44.5	15.5	12.6	44.9	37.7	39.7	37.9	0.0	476.8
TOTAL FOR WEAPON SYSTEM E-8C			41.5	44.5	15.5	12.6	44.9	37.7	39.7	37.9	0.0	476.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 57	PAGE NO. 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 ending, the RMA program has become increasingly critical. 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 warfighter requirements for Mission Capability rates, aircraft availability levels and mission effectiveness. The JSTARS RMA program is essentially a low cost line used to implement modifications that are not covered by block upgrades or spiral development programs. These modifications are the result of Service Bulletins (SBs), Airworthiness Directives (ADs), obsolescence and Diminishing Manufacturing Sources/Material Shortages (DMSMS) 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 unforseen 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 validates the need to improve the MC rate through RMA projects.

This line includes all cost 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 (DMSMS), fuel quantity indicating system, Exhaust Gas Temperature (EGT) indicating system, fuel boost and override pump, oil pressure indicator replacement , Engine Pressure Ratio (EPR) indicating system, fuel flow transmitters, engine fuel control assembly, fuel control valves, Integrated Drive Generator (IDG) improvement, air cycle machine improvement, vapor cycle machine improvement, auxiliary hydraulic pump, engine driven hydraulic pump, wheels and brake assemblies, brake electrical components, flight control gearbox, transmission components, flight control actuator components, improved data modem, and PL-2 security. The priority of these efforts executed in a fiscal year can change based upon unplanned requirements and/or emergencies. Funds provided for JS low cost mods (less than $1.9M) that are estimated for completion within one year. FY04 funding includes a Congressional Plus Up of $3.5M for JS Re-engining.

Aircraft Breakdown: Active 0, Reserve 0, ANG 17, Total 17

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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												

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SUPPORT-EQUIP												
AIRCRAFT		33.478		11.485		4.813		1.510		4.105		3.709
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		33.478		11.485		4.813		1.510		4.105		3.709
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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		4.693		4.781		4.870				73.444
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		4.693		4.781		4.870				73.444
INSTALLATION QTY										

Method of Implementation: DEPOT FIELD TEAM
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
Contract Date (Month/CY)		12/01	11/02	11/03	11/04	11/05	11/06
Delivery Date (Month/CY)		09/02	09/03	09/04	09/05	09/06	09/07

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

CRP was required due to Diminishing Manufacturing Sources and parts obsolescence. This modification replaced items such as the current Militarized General Purpose Computers, Operator Work Stations, Programmable Signal Processors, and Radar Control Units/Pulse Compression Units with Commercial Off The Shelf (COTS) equivalents. This modification is now the baseline for all future upgrades. Negotiated kit and install costs are reflected in the current contract. Efforts are accomplished through a combination of modifications and in-line production. This line also addressed various items such as Engineering Change Proposals (ECPs), and Over & Aboves (O&As), required to accomplish the program and meet the User's (ACC) operational requirements. Production aircraft #1-10 are being retrofit. Aircraft #11-17 will receive CRP during aircraft production. FY05 completes CRP installs.

Aircraft Breakdown: Active 0, Reserve 0, ANG 10, Total 10

Development Status

The contract for the Engineering and Manufacturing Development (EMD) effort was awarded in May 1997. DD250 for the CRP EMD baseline was signed 31 Oct 00.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		93.896										
PROCUREMENT (3010)												
INSTALL KITS	10	8.792										
KITS NONRECUR												
EQUIPMENT	10	106.283										
EQUIP NONREC												
CHANGE ORDERS		1.283										
DATA		0.707										
SIM/TRAINER												
SUPPORT-EQUIP												
INTEGRATION		9.917										
PROGRAM MNGMT		8.207		2.925								
INSTALLATION OF HARDWARE												
FY-99 3 KITS	3	9.966										
FY-00 2 KITS	2	6.170										
FY-01 2 KITS	2	6.170										
FY-02 3 KITS			[3]	9.648								
TOTAL INSTALL	7	22.306	3	9.648								
TOTAL COST (BP-1100)	10	157.495		12.573								
(Totals may not add due to rounding)												
INSTALLATION QTY	7		3									

Fact Sheet: E-8C MN-38201 CRP (COMPUTER REPLACEMENT PROGRAM) (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										93.896
PROCUREMENT (3010)										
INSTALL KITS									10	8.792
KITS NONRECUR										
EQUIPMENT									[10]	106.283
EQUIP NONREC										
CHANGE ORDERS										1.283
DATA										0.707
SIM/TRAINER										
SUPPORT-EQUIP										
INTEGRATION										9.917
PROGRAM MNGMT										11.132
INSTALLATION OF HARDWARE										
FY-99 3 KITS									[3]	9.966
FY-00 2 KITS									[2]	6.170
FY-01 2 KITS									[2]	6.170
FY-02 3 KITS									[3]	9.648
TOTAL INSTALL									10	31.954
TOTAL COST (BP-1100) (Totals may not add due to rounding)									10	170.068
INSTALLATION QTY									10	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 22 Months Follow-On Lead Time: 22 Months

Milestones

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

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		2	2			1	1	1	
Output																						1		1			2	2		2	1		

	FY-05			
Quarter	1	2	3	4
Input				
Output	1			

Description/Justification

A CSAF mandate divested all functions from the Airborne Battlefield Command and Control Center (ABCCC) fleet in Oct 02 and ordered the migration of these capabilities to Joint STARS, AWACS and CRC using a synergistic employment scheme. When ABCCC divested, Joint STARS assumed 10 of the 14 tasks identified for migration.

Due to budget constraints, the Air Force created the CSACI program by merging the former SATCOM and ABCCC programs. This will deliver critically needed communications within approved funding and on time. To minimize costs and aircraft downtime during modification, the SATCOM and ABCCC installs will be executed as a single integrated program. One aircraft will receive CSACI during production, and 16 will receive CSACI as modifications.

SATCOM will replace JSTARS' two obsolete and logistically unsupportable satellite radios with two ARC-231 radios. The ARC-231 provides mandatory Demand Assigned Multiple Access (DAMA) capability. ABCCC will install a 3rd satellite radio into JSTARS, specifically to accommodate the additional taskings created by retirement of the EC-130E and movement of the ABCCC mission from the retired EC-130E into JSTARS.

The total of three new satellite radios will provide JSTARS with access to the Dedicated Air Request Net, access to C2 Voice Net, compliance with Joint Technical Architecture (JTA) standards, and beyond-line-of-sight capability to receive and transmit secure voice and data. These capabilities allow near real time reliable information for the destruction of hostile targets while also providing the capability for a greater volume of communications simultaneously providing relief to "choke points".

CSACI Kits are ordered in various configurations and costs depending on whether an individual ABCCC Capability Insertion (ACI) kit, a SATCOM kit or a combined SATCOM ACI kit is needed for a particular aircraft.

Aircraft Breakdown: Active , Reserve 0, ANG 16, Total 16

Development Status

RDT&E for the DAMA SATCOM portion of the effort has been completed. The ABCCC development is planned for completion in FY05.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		110.419		6.533								
PROCUREMENT (3010)												
INSTALL KITS	4	1.106	3	2.738	9	5.721						
KITS NONRECUR												
EQUIPMENT	4	3.841	[3]	5.579	[9]	20.979						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								2.115				
.												
PMA		3.317		1.311		1.816						

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-03 4 KITS					[4]	4.140						
FY-04 3 KITS					[3]	3.105						
FY-05 9 KITS							[9]	8.878				
TOTAL INSTALL					7	7.245	9	8.878				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	4	8.264	3	9.628	9	35.761		10.993				
INSTALLATION QTY					7		9					

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										116.952
PROCUREMENT (3010)										
INSTALL KITS									16	9.565
KITS NONRECUR										
EQUIPMENT									[16]	30.399
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										2.115
.										
PMA										6.444
INSTALLATION OF HARDWARE										
FY-03 4 KITS									[4]	4.140
FY-04 3 KITS									[3]	3.105
FY-05 9 KITS									[9]	8.878
TOTAL INSTALL									16	16.123
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									16	64.646
INSTALLATION QTY									16	

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 12 Months Follow-On Lead Time: 11 Months

Milestones

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

Installation Schedule

	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
Input																	2	3	2	1	2	3	3	
Output																	2	3	2	1	2	3	3	

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 win and survive in today's complex battlefield. The program is focused on rapid implementation and delivery, rather than long-term production prior to the useable capability. The Air Force will implement low-cost emerging technologies that greatly increase system and system-of-systems capability, as well as interoperability with Joint Service, allied, and coalition systems. Efforts executed typically arise out of warfighter experiments, exercises or real world lessons learned. In either case, the Air Force has a rigorous process in place to prioritize these enhancements. FY03/04 provided Tracker Improvements (which included time critical targeting efforts), trainer mods, Reduced Vertical Separation Minimums (RVSM) kit buys, Airborne Battlefield Command & Central Center (ABCCC), and other related costs.

Representative efforts in FY06 on out include imagery comparison, UAV software improvements, Broadcast Intel track correlation, multi-sensor radar service and tracker improvements, which include time critical targeting, NCCT, and ICAN, etc.

Current budgeted dollars reflect the most likely cost of the above modifications. There is a small chance that the contractor-DoD team could field these modifications at lower than expected cost, or that other low cost candidate enhancements will come to the forefront that rank more highly. Candidates typically arise out of warfighter experiments, exercises or real world lessons learned. In either case, the Air Force has a rigorous process in place to prioritize potential enhancements. Prioritization is based on immediate benefit to the warfighter, technical feasibility, and overall executability. 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.

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

Development Status

Program identifies, develops and implements high priority projects that are identified during warfghter experiments, exercises or real world lessons learned.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		3.131		3.182		1.988		1.456		1.044		1.744
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
PROGRAM MNGMT								0.289		0.100		0.352
INTEGRATION		6.227		0.720		1.104		2.614		3.195		4.261

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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)		6.227		0.720		1.104		2.903		3.295		4.613
INSTALLATION QTY												

Fact Sheet: E-8C MN-38203 KILL CHAIN ENHANCEMENT MODIFICATIONS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.496		1.589		1.867				17.497
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
PROGRAM MNGMT		0.335		0.338		0.341				1.755
INTEGRATION		4.779		5.045		5.120				33.065
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		5.114		5.383		5.461				34.820
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
Contract Date (Month/CY)		04/02	11/02	11/03	03/05	11/05	11/06
Delivery Date (Month/CY)		04/03	09/03	09/04	01/06	09/06	09/07

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 Prime Mission Equipment-Maintenance Training Device, Block 30 (PME-MTD), Block 30 upgrades the old Block 10 trainer using a hybrid integration approach that is reverse engineered to the Joint STARS Block 20 baseline. The combination of real aircraft equipment, coimmercial-off-the shelf (COTS) and contractor-developed components along with Joint STARS operational software and associated Simulator Interface Management CourseWARE (SIMWARE) will be used to support the developoment of the PME-MTD, Block 30 training device and associated curriculum. Until the training device is upgraded to Block 30, operational aircraft will have to bear a majority of the Block 30 training burden.

An upgraded trainer will release operational aircraft from initial and remedial Block 30 training. As a result, an annual equivalent of one E-8C aircraft will be freed for employment.

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

Development Status

Contract awarded 10 Sep 04.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			1	6.948								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)			1	6.948								
(Totals may not add due to rounding)												

Fact Sheet: E-8C MN-8662 AETC MTD UPGRADES-FIELD TRAINING DETACHMENTS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									1	6.948
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									1	6.948

Method of Implementation:

Initial Lead Time: 11 Months Follow-On Lead Time: 0 Months

Milestones

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: H-1				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$3.249	$6.475	$32.418	$39.759	$18.679	$9.734	$2.104	$2.176

This line item funds modifications to the UH-1N aircraft. The two engine UH-1N is a light-lift, utility helicopter primarily used for missile site and range support and distinguished visitor airlift support. The modifications in FY06 will enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P-S	8751	UH-1N TAIL BOOM REPLA		0.4	2.6	4.8	3.8	3.8				15.2
TOTAL FOR CLASS P-S			0.0	0.4	2.6	4.8	3.8	3.8	0.0	0.0	0.0	15.2
P	_1135	UH-1N SIMULATOR UPGR					8.6	0.5				9.1
	_2747	UH-1N HIGH BACK SEATS	2.1									2.1
	_2802	HUEY II MODERNIZATION	0.8	5.1	28.3	31.6	5.7	5.2	0.6	0.7		77.9
	7241	NIGHT VISION INSTRUME			1.0	2.7						3.7
	99999X	LOW COST MODIFICATIO	0.4	0.5	0.5	0.7	0.6	0.3	1.5	1.5		7.7
	Z88888	REPROGRAMMINGS	0.0	0.5								
TOTAL FOR CLASS P			3.2	6.1	29.8	35.0	14.9	6.0	2.1	2.2	0.0	100.5
TOTAL FOR WEAPON SYSTEM H-1			3.2	6.5	32.4	39.8	18.7	9.7	2.1	2.2	0.0	115.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 58	PAGE NO. 1	

Description/Justification

This program performs a fleet-wide replacement of UH-1N low back pilot seats with high back pilot seats as a result of Air Force Safety Board recommendations. Low back seats are unsafe due to inadequate head restraints, thus increasing risk of serious injury or death in the event of a mishap.

Aircraft Breakdown: Active 59, Reserve 0, ANG 0, Total 59

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			59	2.085								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.010								
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)			59	2.095								
(Totals may not add due to rounding)												

Fact Sheet: H-1 MN-_2747 UH-1N HIGH BACK SEATS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									59	2.085
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.010
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									59	2.095

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 14 Months Follow-On Lead Time: 0 Months

Milestones

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

Description/Justification

This program will modernize existing UH-1H airframes and convert them into a Huey II helicopter configuration. The U.S. Army has trained USAF H-1 pilots since 1972 at no cost due to excess capacity. As of 1 Oct 2004, the Army will transition to a new flight school and train on a new airframe to better meet internal Army requirements and will no longer have the resources to train AF pilots. Due to currently mandated specialized undergraduate helicopter pilot training requirements, the USAF will take possession of forty former Army UH-1H aircraft (twenty four operational and sixteen for parts).

The modifications will be conducted at a contractor facility and be installed real-time. Planned 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 that for the UH-1H. This industry-standard modernization program is a cost effective specialized undergraduate helicopter pilot training solution that will ensure the reliability and supportability of the aircraft through 2025.

FY 2005 funds will modify one UH-1H airframes as the trial install aircraft to the Huey II configuration.
FY 2006 funds will modify nine UH-1H airframes to a Huey II configuration.
FY 2007 funds will modify nine UH-1H airframes to a Huey II configuration.
FY 2008 funds will modify one UH-1H airframes to a Huey II configuration.
FY 2009 funds will modify one UH-1H airframes to a Huey II configuration.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0, Total 21

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					[1]	5.088	[9]	27.841	[9]	31.028	[1]	5.278
EQUIP NONREC												
CHANGE ORDERS								0.386		0.425		0.301
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.753		0.015		0.100		0.100		0.100

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				0.753		5.103		28.327		31.553		5.679
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: H-1 MN-_2802 HUEY II MODERNIZATION (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	[1]	4.846							[21]	74.081
EQUIP NONREC										
CHANGE ORDERS		0.279								1.391
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC		0.100		0.594		0.654				2.416
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		5.225		0.594		0.654				77.888
INSTALLATION QTY										

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

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																																
Output																																

	FY-11				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	1	2	3	4
Input																												
Output																												

Description/Justification

Tail Boom Replacement: Replaces the original tail boom with a new tail boom

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

Development Status

None Required

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							9	2.406	20	4.600	16	3.680
KITS NONRECUR					1	0.210						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.078		0.093		0.121		
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.025		0.075		0.075		0.075
FLT TEST						0.042						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					1	0.355	9	2.574	20	4.796	16	3.755

Fact Sheet: H-1 MN-8751 UH-1N TAIL BOOM REPLACEMENT (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	16	3.680							61	14.366
KITS NONRECUR									1	0.210
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.292
SIM/TRAINER										
SUPPORT-EQUIP										
OGC		0.074								0.324
FLT TEST										0.042
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	16	3.754							62	15.234

Method of Implementation: ORG/INTERMEDIATE

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

Milestones

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: HH-60				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$46.004	$96.082	$50.497	$13.944	$27.528	$4.600	$6.494	$4.615

This line item funds modifications to the HH-60 helicopter. The HH-60 is a twin engine, aerial refuelable helicopter capable of performing combat search and rescue missions day or night. The major modification effort budgeted in FY06 is to upgrade the communications and navigations systems. Specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	_1072	Dual Enginer Contingency P		3.4	3.2	3.8	3.5	2.0				15.9
	6590	INSTALLATION OF SELF P	5.0	3.4								38.4
	8258	FLIR	12.9	8.7								37.0
	8496	KIRTLAND SIM UPGRADES			11.4	3.3	19.0	0.5				34.2
	8560	SERVICE LIFE EXTENSION	0.5	3.2	0.4							7.4
	8563	LIGHTWEIGHT AIRBORNE	2.8									2.8
	99999S	SERVICE BULLETINS							6.5	4.6		11.1
	99999X	LOW COST MODIFICATIO	0.1	0.2	0.4	0.1	0.1	0.1				1.3
	ARR	701C ENGINE AND GEARB		35.1	13.4	1.4	1.1					72.5
	T8415	UPGRADE COMMUNICATI	24.8	33.5	21.9	5.4	3.8	2.0				164.9
	Z88888	REPROGRAMMINGS	0.0	8.6								
TOTAL FOR CLASS P			46.1	96.1	50.5	14.0	27.6	4.6	6.5	4.6	0.0	385.6
TOTAL FOR WEAPON SYSTEM HH-60			46.1	96.1	50.5	14.0	27.6	4.6	6.5	4.6	0.0	385.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 59	PAGE NO. 1	

Description/Justification

Dual Engine Contingency Power:
The USAF has a requirement to provide the availability of maximum engine power to the HH-60G Combat Search and Rescue (CSAR) Helicopter. This program modifies 104 HH60G Helicopters with a Dual Engine Control Unit capability which allows the use of maximum engine power during emergency/power constrained situations. This modification will provide extra power availability to assist in preventing uncontrolled impacts with the ground as a result of limited power during high altitude, high temperature and high gross weight conditions. This modification will also upgrade the existing H-60 Weapon System Trainer and H-60 Operational Flight Trainer.

Note: Installation cost for Trial Install kit and installation is accounted for in the NRE line.

Aircraft Breakdown: Active 62, Reserve 24, ANG 18, Total 104

Development Status

No RDT&E Required

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					10	0.200	31	0.620	31	0.810	31	0.890
KITS NONRECUR					1	1.330						
EQUIPMENT					[10]	0.500	[31]	1.400	[31]	1.700	[31]	1.750
EQUIP NONREC												
CHANGE ORDERS								0.120		0.260		
DATA						0.500		0.200				
SIM/TRAINER							[2]	0.400				
SUPPORT-EQUIP						0.250						
FLT TEST						0.500						
OGC						0.120		0.160		0.160		0.010
INSTALLATION OF HARDWARE												
FY-05 11 KITS					[1]		[10]	0.300				
FY-06 31 KITS									[31]	0.870		
FY-07 31 KITS											[31]	0.900
FY-08 31 KITS												
TOTAL INSTALL					1		10	0.300	31	0.870	31	0.900
TOTAL COST (BP-1100) (Totals may not add due to rounding)					11	3.400	31	3.200	31	3.800	31	3.550
INSTALLATION QTY					1		10		31		31	

Fact Sheet: HH-60 MN-_1072 Dual Enginer Contingency Power (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									103	2.520
KITS NONRECUR									1	1.330
EQUIPMENT									[103]	5.350
EQUIP NONREC										
CHANGE ORDERS		0.150								0.530
DATA		0.185								0.885
SIM/TRAINER									[2]	0.400
SUPPORT-EQUIP										0.250
FLT TEST										0.500
OGC		0.135								0.585
INSTALLATION OF HARDWARE										
FY-05 11 KITS									[11]	0.300
FY-06 31 KITS									[31]	0.870
FY-07 31 KITS									[31]	0.900
FY-08 31 KITS	[31]	1.500							[31]	1.500
TOTAL INSTALL	31	1.500							104	3.570
TOTAL COST (BP-1100) (Totals may not add due to rounding)		1.970							104	15.920
INSTALLATION QTY	31								104	

Method of Implementation: CONTRACT FIELD TEAM

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

Milestones

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

Installation Schedule

	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
Input												1	3	2	3	2	8	8	8	7	8	8	8	7	10	10	11	
Output													1	3	2	3	2	8	8	8	7	8	8	8	7	10	10	11

Description/Justification

The USAF has a requirement for the Electronic Combat Equipment for HH60G helicopter. This modification will relocate the existing aft. AN/APR-39A antenna, add the AN/AAR47 Missile Warning System (MWS), replace the M-130/ALE-40 Countermeasure Defense system (CMDS) with the AN/ALE-47 CMDS and add provisons for future integration of these systems with RWR. Funds have been reallocated from the HH-60G Upgraded Communications, Navigation/Integrated EW (UCN/IEW) modification to increase quantities of SPS to be fielded in the near term and to complete SPS on active and ANG HH60Gs. (23) SPS upgrades of Reserve HH60Gs were funded in a seperate program. AAR-47 system deficiency will be resolved in FY05 with an O/I level kit for 102 helicopters.

Aircraft Breakdown: Active 64, Reserve 0, ANG 18, Total 82

Development Status

Development is complete.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	76	10.705	6	0.938								
KITS NONRECUR		0.185										
EQUIPMENT	76	7.338	[6]	1.011								
EQUIP NONREC												
CHANGE ORDERS		3.160		1.166		1.896						
DATA		0.340		0.000								
SIM/TRAINER					[1]	0.200						
SUPPORT-EQUIP		1.500										
OGC		0.676		0.200		0.145						
FLIGHT TEST												
INSTALLATION OF HARDWARE												
FY-99 8 KITS	8	0.909										
FY-00 16 KITS	16	1.600										
FY-01 18 KITS	18	1.800										
FY-02 18 KITS	18	1.800										
FY-03 16 KITS			[16]	1.735								
FY-04 6 KITS					[6]	1.110						
TOTAL INSTALL	60	6.109	16	1.735	6	1.110						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	76	30.013	6	5.050		3.351						
INSTALLATION QTY	60		16		6							

Fact Sheet: HH-60 MN-6590 INSTALLATION OF SELF PROTECTION SYSTEM (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									82	11.643
KITS NONRECUR										0.185
EQUIPMENT									[82]	8.349
EQUIP NONREC										
CHANGE ORDERS										6.222
DATA										0.340
SIM/TRAINER									[1]	0.200
SUPPORT-EQUIP										1.500
OGC										1.021
FLIGHT TEST										
INSTALLATION OF HARDWARE										
FY-99 8 KITS									[8]	0.909
FY-00 16 KITS									[16]	1.600
FY-01 18 KITS									[18]	1.800
FY-02 18 KITS									[18]	1.800
FY-03 16 KITS									[16]	1.735
FY-04 6 KITS									[6]	1.110
TOTAL INSTALL									82	8.954
TOTAL COST (BP-1100) (Totals may not add due to rounding)									82	38.414
INSTALLATION QTY									82	

Method of Implementation: CONTRACT FIELD TEAM

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

Milestones

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

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												8	4	4	4	4	4	5	5	4	4	5	5	4	4	4	4	4	3	3		
Output													8	4	4	4	4	4	5	5	4	4	5	5	4	4	4	4	4	3	3	

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/hazard when flying at low altitude.

Note: O/I level installs. No schedule provided.

Aircraft Breakdown: Active 48, Reserve 10, ANG 3, Total 61

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	17	13.119	24	12.850	16	8.690						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
ICS		2.333										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	17	15.452	24	12.850	16	8.690						

Fact Sheet: HH-60 MN-8258 FLIR (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									57	34.659
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
ICS										2.333
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									57	36.992

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	12/05
Delivery Date (Month/CY)		03/97				12/97							06/05	12/05	12/06

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 SOF/CSAR HH-60 Helicopter aircrew members. The training devices provide high fidelity simulations of the HH-60G Helicopter cockpit and trains 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 SWA and CONUS have been attributed to aircrew unfamiliarity with high altitude helicopter operations.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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]	11.354	[1]	3.300	[1]	19.022
SUPPORT-EQUIP												
TOTAL COST (BP-1100)								11.354		3.300		19.022
(Totals may not add due to rounding)												

Fact Sheet: HH-60 MN-8496 KIRTLAND SIM UPGRADES (Continued)
(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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]	0.517							[4]	34.193
SUPPORT-EQUIP										
TOTAL COST (BP-1100)		0.517								34.193
(Totals may not add due to rounding)										

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)															

Description/Justification

The USAF has established a requirement for HH-60G helicopters to extend use as their primary Combat Search and Rescue (CSAR) helicopter through CY2015. Because of the H-60 Personal Recovery Vehicle program, the SLEP program has been restructured to a Structural Integrity Program (SIP) . Current in Service estimates indicate the helicopter structure will become increasingly maintenance intensive at approximately 7,000 hours of operation. This modification funds SIP for 10 of the oldest HH-60Gs, which were procured in FY81 and FY82 and 19 FY87-FY89 HH-60s with the highest flying hours. Program will be executed in two phases. The first phase is the tail rotor pylon and the second phase will incorporate the remainder of mission critical areas identified to add 10,000 flight hours to the airframe. Funding for the installation of the trial install kits is paid for in the NRE lines. First tail pylon install will be in FY04. The first phase two install be FY06. With past program budget cuts, inflation cost and scope of mod increases, current funding profile will accomplish 10 tail pylon modifications and seven complete aircraft SIP modifications.

Note: Total installs consist of 10 tail pylon SIP kits and 7 acft SIP kits

Aircraft Breakdown: Active 7, Reserve 0, ANG 0, Total 7

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			9	0.200	1	0.370						
KITS NONRECUR	1	3.121			1	2.208						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				0.080								
DATA		0.100		0.100								
SIM/TRAINER												
SUPPORT-EQUIP												
FLIGHT TEST												
OGC		0.108		0.101		0.150		0.050				
INSTALLATION OF HARDWARE												
FY-01 1 KITS	1											
FY-04 9 KITS					[9]	0.478						
FY-05 2 KITS							[2]	0.314				
TOTAL INSTALL	1				9	0.478	2	0.314				
TOTAL COST (BP-1100)	1	3.329	9	0.481	2	3.206		0.364				
(Totals may not add due to rounding)												
INSTALLATION QTY	1				9		2					

Fact Sheet: HH-60 MN-8560 SERVICE LIFE EXTENSION PROGRAM (Continued)

(Continued)

		FY-09		FY-10		FY-11		TO COMP		TOTAL	
		QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)											
PROCUREMENT (3010)											
INSTALL KITS										10	0.570
KITS NONRECUR										2	5.329
EQUIPMENT											
EQUIP NONREC											
CHANGE ORDERS											0.080
DATA											0.200
SIM/TRAINER											
SUPPORT-EQUIP											
FLIGHT TEST											
OGC											0.409
INSTALLATION OF HARDWARE											
FY-01	1 KITS									[1]	
FY-04	9 KITS									[9]	0.478
FY-05	2 KITS									[2]	0.314
TOTAL INSTALL										12	0.792
TOTAL COST (BP-1100)											
(Totals may not add due to rounding)										12	7.380
INSTALLATION QTY										12	

Method of Implementation: DEPOT

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

Milestones

	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05
Contract Date (Month/CY)		12/00				12/04
Delivery Date (Month/CY)		06/01				12/05

Installation Schedule

	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
Input								1													1	3	3	2		2		
Output									1													1	3	3	2		2	

Description/Justification

This USAF has a requirement to provide an upgrade to the existing Lightweight Airborne Recovery System for the HH-60G Combat Search and Rescue (CSAR) HH-60G helicopter. The current system has limitations of only detecting PRC-112 survivor radio. This program modifies HH-60G helicopters with an AN/ARS-6 Version 12 LARS system providing the aircrew the ability detect and locate US military survival radios and emergency beacons utilized by US, NATO and Civilian personnel. The upgrade will also be compatible with the near future Combat Survivor Evader Locater (CSEL). This upgrade will enhance the aircrews ability of detecting survivors with the ability of decoding survivors precise GPS LAT/LONG, therefore enabling the aircrew to successfully accomplish the CSAR mission.

Installation schedule profile does not meet funding profile because funding was received Mar 04 and requirements received Sep 04.

Aircraft Breakdown: Active , Reserve , ANG 1, Total 1

Development Status

None Required

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR			1	1.419								
EQUIPMENT												
EQUIP NONREC			[1]	0.072								
CHANGE ORDERS												
DATA			[1]	0.250								
SIM/TRAINER			[1]	0.500								
SUPPORT-EQUIP												
OGC			[1]	0.150								
ICS												
FLIGHT TEST			[1]	0.388								
INSTALLATION OF HARDWARE												
FY-04 1 KITS					[1]							
TOTAL INSTALL					1							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			1	2.779								
INSTALLATION QTY					1							

Fact Sheet: HH-60 MN-8563 LIGHTWEIGHT AIRBORNE RECOVERY SYSTEM V12 UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR									1	1.419
EQUIPMENT										
EQUIP NONREC									[1]	0.072
CHANGE ORDERS										
DATA									[1]	0.250
SIM/TRAINER									[1]	0.500
SUPPORT-EQUIP										
OGC									[1]	0.150
ICS										
FLIGHT TEST									[1]	0.388
INSTALLATION OF HARDWARE										
FY-04 1 KITS									[1]	
TOTAL INSTALL									1	
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									1	2.779
INSTALLATION QTY									1	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 5 Months Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	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
Input												1				
Output													1			

Description/Justification

701C Engine and Gearbox Description/Justification
This program modifies 35 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. Remaining 22 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 (all six in FY07). The funding profile allows concurrent installation at multiple locations in minimum time with minimal impact to aircraft availability. This modification increases power available by 20% providing acceptable power margins at high altitudes and in hot environments. These are the last 22 aircraft in the fleet of 104 that require this modification. Completion will standardize the fleet.

Note: Last 6 kits are Rotor Brake kits for 87-89 model H-60 which were received from SAC with 701C engines and durability gearboxes. The lead time for procurement of the R/B kits is less than 18 months.

Aircraft Breakdown: Active 28, Reserve 0, ANG 13, Total 41

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	13	0.182			17	13.175	5	3.875	1	0.500		
KITS NONRECUR		0.745										
EQUIPMENT	13	4.870										
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.100				0.090		
SIM/TRAINER												
SUPPORT-EQUIP		0.068										
ENGINE	22	12.875			[34]	21.713	[10]	6.676				
OGC		0.913				0.149		0.264		0.125		0.010

Fact Sheet: HH-60 MN-ARR 701C ENGINE AND GEARBOX UPGRADE (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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 17 KITS							[17]	2.550				
FY-06 5 KITS									[5]	0.725		
FY-07 1 KITS											[1]	1.118
TOTAL INSTALL	13	1.826					17	2.550	5	0.725	1	1.118
TOTAL COST (BP-1100) (Totals may not add due to rounding)	13	21.479			17	35.137	5	13.365	1	1.440		1.128
INSTALLATION QTY	13						17		5		1	

Fact Sheet: HH-60 MN-ARR 701C ENGINE AND GEARBOX UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									36	17.732
KITS NONRECUR										0.745
EQUIPMENT									[13]	4.870
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.190
SIM/TRAINER										
SUPPORT-EQUIP										0.068
ENGINE									[66]	41.264
OGC										1.461
INSTALLATION OF HARDWARE										
FY-98 6 KITS									[6]	0.706
FY-99 7 KITS									[7]	1.120
FY-05 17 KITS									[17]	2.550
FY-06 5 KITS									[5]	0.725
FY-07 1 KITS									[1]	1.118
TOTAL INSTALL									36	6.219
TOTAL COST (BP-1100) (Totals may not add due to rounding)									36	72.549
INSTALLATION QTY									36	

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	FY-07	FY-08
Contract Date (Month/CY)		09/98	06/99						05/05	11/05	11/06	11/07
Delivery Date (Month/CY)		09/99	06/00						11/06	05/07	05/08	05/09

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	2	2	2	1															
Output														6	2	2	2	1														

	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				4	4	4	5	1	1	1	2		1			
Output						4	4	4	5	1	1	1	2	1		

Description/Justification

Modifies the HH60G fleet with upgraded communications and navigation systems and integrated electronic warfare systems through a four phase sequential approach (also known as Block 152 upgrade). The HH60G Self Protection System (Mod 6590) is a prerequisite. Phase A adds SATCOM over-the-horizon communications (FY00-FY05). i486 CDU upgrade (Mod 8494) is a prerequisite to Phase B which adds HAVE CSAR for near-real-time threat/survivor awareness (FY01-FY05). Phase C provides external mounting of weapons systems (FY02-FY07). Phase D adds next generation radar warning receiver, corrects night vision goggle (NVG) interior/exterior lighting deficiencies, and adds NVG helmet mounted heads-up display (FY03-FY09). This modification corrects human factors, safety, and mission equipment deficiencies dating back to Operation DESERT STORM and significantly increases survivability. 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. Initial and follow-on lead times as well as kit costs vary depending on phase and equipment complexity. In FY00 the program was restructured and the modification redesigned. The result was a four phase approach requiring four additional trial installs (five trial and 416 production installs for a total of 421 installs for 104 aircraft). Eight AFRC HH-60G aircraft were realigned in FY03/04 to Active Duty.

See remarks section for background information regarding FY00 program restructure.

Note: FY05 and FY06 installs obscure due to procurement of FY05/FY06 GM/AHS kits in FY05. GM/AHS kits are O/I level installation.

Aircraft Breakdown: Active 64, Reserve 22, ANG 18, Total 104

Development Status

Non-recurring engineering (NRE) for Block A will be completed by 4Q FY00. NRE for Block B begins FY00, completes FY01. NRE for Block C will begin FY02, complete FY03.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	252	11.231	50	7.151	69	14.268	27	2.978	8	0.227	6	0.150
KITS NONRECUR	5	19.111										
EQUIPMENT	113	15.835	[24]	12.470	[26]	17.119	[27]	16.847	[8]	3.549	[6]	3.300
EQUIP NONREC	3	4.487										
CHANGE ORDERS	1	2.031		0.433		0.220		0.636				
DATA		1.405		0.240		0.100		0.100		0.089		
SIM/TRAINER	4	4.270	[1]	1.632	[1]	0.050			[1]	0.017		
SUPPORT-EQUIP		3.723		0.050		0.076		0.050		0.050		
ICS												
OGC		4.342		1.081		0.694		0.236		0.125		0.055
FLIGHT TEST		4.363		0.200		0.050		0.050		0.050		

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
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]	1.287		
FY-07 8 KITS											[8]	0.313
FY-08 6 KITS												
FY-09 3 KITS												
TOTAL INSTALL	156	2.740	96	1.577	50	0.907	69	0.958	27	1.287	8	0.313
TOTAL COST (BP-1100) (Totals may not add due to rounding)	252	73.538	50	24.834	69	33.484	27	21.855	8	5.394	6	3.818
INSTALLATION QTY	156		96		50		69		27		8	

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	3	0.088							415	36.093
KITS NONRECUR									[5]	19.111
EQUIPMENT	[3]	0.989							[207]	70.109
EQUIP NONREC									[3]	4.487
CHANGE ORDERS									[1]	3.320
DATA										1.934
SIM/TRAINER									[7]	5.969
SUPPORT-EQUIP										3.949
ICS										
OGC		0.109								6.642
FLIGHT TEST										4.713
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]	1.287
FY-07 8 KITS									[8]	0.313
FY-08 6 KITS	[6]	0.513							[6]	0.513
FY-09 3 KITS	[3]	0.305							[3]	0.305
TOTAL INSTALL	9	0.818							415	8.600
TOTAL COST (BP-1100) (Totals may not add due to rounding)	3	2.004							415	164.927
INSTALLATION QTY	9								415	

Method of Implementation: CONTRACTOR FACILITY

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	FY-08	FY-09
Contract Date (Month/CY)		09/98	03/99	05/00	10/00	10/01	10/02	10/03	10/04	10/05	10/06	10/07	10/08
Delivery Date (Month/CY)		09/00	03/00	05/01	10/01	10/02	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																			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				FY-09			
Quarter	1	2	3	4	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	3	2	2	1	5	4		
Output	24	13	13	12	12	17	17	17	18	7	7	7	6	3	2	2	1	5	4	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: OTHER				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$67.089	$69.047	$70.953	$189.240	$394.730	$570.830	$711.928	$779.687

This line item funds modifications that apply to multiple weapon systems and weapon systems funded at less than $2 million per year. The overall goal of the modifications budgeted in FY06 is to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY06, is Joint Tactical Radio. Other modifications budgeted and programmed are listed shown below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	_9783	Link-16 Support and Sustain		6.5	3.0	2.7		9.5	9.7	9.8		41.2
	14212B	SUPPORT EQUIPMENT UP	0.1									0.4
	4501	EHF SATCOM				8.5	149.2	175.2	314.8	303.3	1,543.3	2,494.1
	8600	MISSILE LAUNCHER MODI	0.5	0.0	0.4							2.0
	8666	PRECISION ATTACK SYST	23.6	14.3	0.8	0.8	0.8	0.9	0.9	0.9		83.9
	8727	MH-53 IFF APX-118	3.9									3.9
	8728	DEPOT MAINTENANCE (N	0.2	0.2	0.3	0.3	0.3	0.3				1.8
	8730	ROLL-ON BEYOND LINE-O		3.1		11.4	14.4	12.4	25.9	26.2		93.3
	9860	JOINT TACTICAL RADIO S			42.6	156.8	225.5	367.3	334.9	363.7		1,490.8
	99999A	LOW COST SAFETY MODI		0.0	0.3	0.3	0.2	0.2				0.9
	99999J	MISCELLANEOUS LOW CO	0.2	0.0	0.1							3.5
	99999X	LOW COST MODIFICATIO		0.0	0.1	0.1	0.1	0.1				0.2
	CMWS	COMMON MISSILE WARNI	0.1	0.2	0.2	0.3						0.8
	E900	E-9A TELEMETRY SYSTEM	5.4	4.8	0.1	0.1						10.5
	E901	Sea Surveillance Radar Upgr					4.2	5.1	0.1	0.1		9.5
	STNGR7	F-16 STING R7 POD UPGR		13.4	21.0	7.2						41.6
	T8137	UHF SATCOM UPGRADE	33.2	26.5	2.1	0.9						214.3
	TC100	TRANSFORMATION COMM							25.7	75.8	411.6	513.0
	Z88888	REPROGRAMMINGS	0.0	0.1								

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 60	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: OTHER				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$67.089	$69.047	$70.953	$189.240	$394.730	$570.830	$711.928	$779.687

This line item funds modifications that apply to multiple weapon systems and weapon systems funded at less than $2 million per year. The overall goal of the modifications budgeted in FY06 is to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY06, is Joint Tactical Radio. Other modifications budgeted and programmed are listed shown below.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
TOTAL FOR CLASS P			67.2	69.1	71.0	189.3	394.7	570.8	711.9	779.7	1,954.8	5,005.6
TOTAL FOR WEAPON SYSTEM OTHER			67.2	69.1	71.0	189.3	394.7	570.8	711.9	779.7	1,954.8	5,005.6

Totals may not add due to rounding.

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 the Air Force, Army, Navy, and Marine Corps as part of 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).

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. Beginning in FY05 ROBE Spiral-1 equipped KC-135s will be enhanced to Spiral-2, adding capabilities such as, but not limited to: SADL, Built in Test (BIT), Remote Control, and additional Satellite Communications (SATCOM) capability. One ROBE Spiral-2 Group A-kit and Group B-kit were developed with RDT&E funds from PE 0207434F. The remaining 19 Spiral-2 B-kits are procured in FY05 under two PEs: 0207434F (13 Group B-kits) and 0401839F (6 Group B-kits). Because the ROBE Spiral-2 capability can function with the Spiral-1 A-kit configuration, the remaining 39 Spiral-2 Group A-kits are scheduled for procurement in FY06-07.

Data Link Test Facility (DTF): The 46 TS is the Data Test Facility for the TDN Squadron comprised of equipment & manpower for TDL interoperability testing, operational support, & deficiency resolution. In order to equip this facility with the leading edge technology Hardware and Software Upgrades (e.g., terminals, other radios, antennas, s/w, etc.) are required in the interoperability testing labs and TDL Support Vehicles. FY06 - FY11 support equipment funds will provide technology refreshment and hardware upgrades to this facility.

Aircraft Breakdown: Active 39, Reserve 0, ANG 0, Total 39

Development Status

ROBE: The ROBE Spiral 2 capability will start in early FY05, funded in Link 16 Sup & Sus 0207434F. This is a short-term procurement effort building on the capabilities developed for ROBE-Spiral 1 Kits. All activities to support ROBE Spiral 1 KC-135 integration are complete. Forty (40) KC-135's were modified with Group A Spiral 1 hardware and 20 Group B Spiral 1 ROBE kits were purchased with FY02 DERF. These same 40 Group A kits and 20 Group B kits will be upgraded to the ROBE-Spiral 2 capability.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						9.578		3.370		1.500		1.560
PROCUREMENT (3010)												
INSTALL KITS							20	2.436	19	2.437		
KITS NONRECUR												
EQUIPMENT					[13]	6.455						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								0.600		0.300		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						6.455	20	3.036	19	2.737		

Fact Sheet: OTHER MN-_9783 Link-16 Support and Sustainment (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.622		1.687		1.755				21.072
PROCUREMENT (3010)										
INSTALL KITS									39	4.873
KITS NONRECUR										
EQUIPMENT									[13]	6.455
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP		9.464		9.703		9.806				29.873
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		9.464		9.703		9.806			39	41.201

Method of Implementation:

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

Milestones

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

Description/Justification

This program will upgrade aging support equipment used for maintenance of Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pods. The targeting pod is the core of the Combat Air Forces (CAF) precision guided munitions (PGM) capability, the heart of F-15E and F-16Blk40 operations. The mission capable rates of the pods is directly related to the support equipment availability. Utilizing early 1980's technology, the equipment is in serious decline with excessive down-time due to obsolete parts and decreasing repair capability. The Support Equipment Mid-Life Upgrade (MLU) will replace obsolete parts with commercial off-the-shelf components, increase throughput by 70 percent, and provide for an AEF-tailored rapid deployment capability. Due to the urgency of need for improved I-level pod testing capability and to met AEF deployment requirements, the Program Management Team, System Program Director, and ACC designed the acquisition strategy to acquire deployable pod testing components of this modification prior to obtaining the upgrades to the Line Replaceable Units (LRUs) test sets.

Aircraft Breakdown: Active 48, Reserve 0, ANG 5, Total 53

Development Status

Development for the deployable pod testing components is complete. The deployable pod testing components are in Acquisition Phase III, Production, Fielding/Deployment & Operations Support. Development for the Line Replaceable Units (LRUs) testing components is scheduled to complete second quarter of FY05. The LRU testing components are in Acquisition Phase II, Engineering & Manufacturing Development (EMD).

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		7.171										
PROCUREMENT (3010)												
INSTALL KITS	21	40.947	17	23.634	15	14.286						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.791		0.811		0.837
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-01 3 KITS	3											
FY-02 7 KITS	7											
FY-03 11 KITS	2		[9]									
FY-04 17 KITS			[6]		[11]							
FY-05 15 KITS					[5]		[10]					
TOTAL INSTALL	12		15		16		10					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	21	40.947	17	23.634	15	14.286		0.791		0.811		0.837
INSTALLATION QTY	12		15		16		10					

Fact Sheet: OTHER MN-8666 PRECISION ATTACK SYSTEMS PROCUREMENT (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										7.171
PROCUREMENT (3010)										
INSTALL KITS									53	78.867
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA		0.863		0.885		0.895				5.082
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-01 3 KITS									[3]	
FY-02 7 KITS									[7]	
FY-03 11 KITS									[11]	
FY-04 17 KITS									[17]	
FY-05 15 KITS									[15]	
TOTAL INSTALL									53	
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		0.863		0.885		0.895			53	83.949
INSTALLATION QTY									53	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 15 Months Follow-On Lead Time: 9 Months

Milestones

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

Installation Schedule

	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
Input													3	3	3	3	3	3	3	6	6	4	3	3	3	3	3	1
Output													3	3	3	3	3	3	3	6	6	4	3	3	3	3	3	1

Description/Justification

The MH-53J/M is the sole remaining user of the (APX-64) the oldest IFF in the Air Force. The APX-64 does not meet the FY03 Global Air Traffic Management (GATM) requirements for Eastern Europe. In order for the MH-53 to continue operations in both high threat and dense air operations environments, the APX-64 must be replaced with a modern, interoperable, off the shelf system, APX-118.

Aircraft Breakdown: Active 36, Reserve 0, ANG 0, Total 36

Development Status

The APX-118 is a modern, off the shelf system, Air Force common system.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			35	0.948								
KITS NONRECUR			1	0.189								
EQUIPMENT			[35]	1.700								
EQUIP NONREC			[1]	0.189								
CHANGE ORDERS				0.141								
DATA				0.100								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.050								
INSTALLATION OF HARDWARE												
FY-04 36 KITS			[36]	0.570								
TOTAL INSTALL			36	0.570								
TOTAL COST (BP-1100)			36	3.887								
(Totals may not add due to rounding)												
INSTALLATION QTY												

Fact Sheet: OTHER MN-8727 MH-53 IFF APX-118 (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									35	0.948
KITS NONRECUR									1	0.189
EQUIPMENT									[35]	1.700
EQUIP NONREC									[1]	0.189
CHANGE ORDERS										0.141
DATA										0.100
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.050
INSTALLATION OF HARDWARE										
FY-04 36 KITS									[36]	0.570
TOTAL INSTALL									36	0.570
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									36	3.887
INSTALLATION QTY									36	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	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
Input											1		1	6	6	6	6	5	5	
Output												1		1	6	6	6	6	5	5

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 the Air Force, Army, Navy, and Marine Corps as part of 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).

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. ROBE Spiral 2 production begins in FY05 ending in FY07 funded under two separate PEs: 0207434F and 0401839F. These efforts will add capabilities such as, but not limited to: SADL, Built in Test (BIT), Remote Control, and additional Satellite Communication (SATCOM) capability.

TDL Objective Gateway Integration: from FY07 - FY11, Tactical datalink and other mission datalink translation and relay capabilities [Line of Sight (LOS) / Beyond Line of Sight (BLOS)] will be integrated onto C-130 AMP, C-130 J, KC-135, KC-10 and other Air Mobility Aircraft.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

ROBE Development: Development of the ROBE Spiral 2 capability will start 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.

TDL Integration Development: RDT&E activity is currently planned to start in FY07 for the integration of LOS/BLOS TDL capabilities (to include, but not limited to Link 16, JTRS, and MMP integration) onto the Air Mobility and Special Operation Forces (SOF) Fleet.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										31.967		
PROCUREMENT (3010)												
INSTALL KITS										11.350		14.407
KITS NONRECUR												
EQUIPMENT					[6]	3.091						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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)						3.091				11.350		14.407
INSTALLATION QTY												

Fact Sheet: OTHER MN-8730 ROLL-ON BEYOND LINE-OF-SIGHT ENHANCEMENT (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										31.967
PROCUREMENT (3010)										
INSTALL KITS		12.427		25.882		26.175				90.241
KITS NONRECUR										
EQUIPMENT									[6]	3.091
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)		12.427		25.882		26.175				93.332
INSTALLATION QTY										

Method of Implementation: DEPOT/FIELD TEAM

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

Milestones

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

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			
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

Joint Tactical Radio System (JTRS) is the Department of Defense 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 and will replace all existing tactical radios based on the Services' migration plans. 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.

In Nov 03, the AF and Navy Service Acquisition Executives decided to foster commonality by merging the AF-led JTRS Airborne Cluster and Navy-led JTRS Maritime/Fixed Station Cluster development efforts. This joint development effort is called Airborne and Maritime/Fixed Station (AMF) JTRS. Under this arrangement, a joint AF and Navy team will manage the development of a common core radio design that will be the basis for satisfying the Airborne, Maritime and Fixed Station domain requirements. To remain consistent with the original intent of both programs, the AF and Navy will equitably cost share the development of the common core radio design, but AF will fund any unique Airborne requirements and Navy will fund any unique Maritime/Fixed Station requirements. This effort will be led initally by an AF Program Manager and Navy Deputy Program Manager with the lead and key managerial positions rotating at predetermined times during the acquisition. The JTRS Defense Acquisition Board endorsed the program merger in Dec 03.

This PE represents all AF procurement requirements for airborne JTRS variants or suitable transitional RF communications systems to be installed on AF aircraft. It also includes AF requirements for airborne systems being procured from other JTRS terminal program offices besides AMF JTRS, such as Cluster 1 (Army) and MIDS JTRS (Navy).

Aircraft Breakdown: Active 3,164, Reserve 0, ANG 0, Total 3

Development Status

AMF JTRS Program entered initial design phase with contracts awarded to two competing prime contractors in Sep 04. A review of initial designs and draft platform interface specifications will be completed by late FY05. The AMF JTRS SDD phase will be awarded to a single contractor in a competitive acquisition that will commence after the initial design phase, after successfully completing a Milestone B review.

NOTE:
1. Aircraft procurement funds radio as well as integration and installation for radio systems. Terminal costs vary depending on which form factor (AMF JTRS (TACAIR, C2 JTRS), Cluster 1-Helo, MIDS) is installed in the platform. RDT&E funding shown is AF funding for AMF JTRS. Army RDT&E and Navy RDT&E funding for the development of JTRS Cluster 1 and MIDS JTRS terminals is not shown.

2. This modification funding line will also buy initial installation kits.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								124.225		131.527		64.839
PROCUREMENT (3010)												
INSTALL KITS							[50]	12.500	[100]	25.000	[100]	25.000
KITS NONRECUR												
EQUIPMENT							55	30.061	337	131.842	525	200.548
EQUIP NONREC												

Fact Sheet: OTHER MN-9860 JOINT TACTICAL RADIO SYSTEM (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 55 KITS												
FY-07 337 KITS									[0]			
FY-08 525 KITS											[0]	
FY-09 764 KITS												
FY-10 775 KITS												
FY-11 763 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							55	42.561	337	156.842	525	225.548
INSTALLATION QTY												

Fact Sheet: OTHER MN-9860 JOINT TACTICAL RADIO SYSTEM (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		40.691		3.048		1.687				366.017
PROCUREMENT (3010)										
INSTALL KITS	[107]	26.750							[357]	89.250
KITS NONRECUR										
EQUIPMENT	764	340.568	775	334.863	763	363.665			3219	1401.547
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06 55 KITS										
FY-07 337 KITS										
FY-08 525 KITS										
FY-09 764 KITS	[0]									
FY-10 775 KITS			[0]							
FY-11 763 KITS					[0]					
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	764	367.318	775	334.863	763	363.665			3,219	1490.797
INSTALLATION QTY										

Method of Implementation: CONTRACTOR FACILITY

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)															

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			
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 is to upgrade the antiquated and unsupportable telemetry system currently installed in the E-9A. Failure of any of the single-point failure items installed in the telemetry system would hinder the E-9A's ability to support low-altitude AMRAAM, Tomahawk, Sea Harrier shots. Upgrade will insure support for future systems such as Advanced Standoff Missile, Next Generation Target Control System, F/A-22, other services, etc.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	5.392	1	4.842						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC												
INSTALLATION OF HARDWARE												
FY-04 1 KITS							[1]	0.131				
FY-05 1 KITS									[1]	0.120		
TOTAL INSTALL							1	0.131	1	0.120		
TOTAL COST (BP-1100) (Totals may not add due to rounding)			1	5.392	1	4.842		0.131		0.120		
INSTALLATION QTY							1		1			

Fact Sheet: OTHER MN-E900 E-9A TELEMETRY SYSTEM UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									2	10.234
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MISC										
INSTALLATION OF HARDWARE										
FY-04 1 KITS									[1]	0.131
FY-05 1 KITS									[1]	0.120
TOTAL INSTALL									2	0.251
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									2	10.485
INSTALLATION QTY									2	

Method of Implementation: DEPOT

Initial Lead Time: 33 Months Follow-On Lead Time: 33 Months

Milestones

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

Installation Schedule

	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
Input																1	1			
Output																1			1	

Description/Justification

The AN/ASQ-213 Pod, a High Speed Anti-Radiation Missile (HARM) Targeting System (HTS), senses enemy radar emissions and provides targeting information for the F-16 Block 50/52. The F-16 HTS provides the only USAF reactive Suppression of Enemy Air Defenses (SEAD) capability. Enemy Integrated Air Defenses Systems (IADS) are constantly evolving and becoming more mobile and difficult to target. This mobility, along with evolving IADS operational tactics, makes Destruction of Enemy Air Defenses (DEAD) a critical AF mission. While the HARM missile is an effective SEAD weapon, the capability for time critical targeting enabling employment of precision guided munitions (PGMs) is needed to ensure timely destruction of these targets. This modification upgrades the AN/ASQ-213 Pod from HTS Revision 6 (R6) to R7 providing precision targeting capability. To better describe PGM and HARM targeting capability, the HTS R7 upgrade has been renamed STING (Smart Targeting and Identification via Networked Geolocation) (R7). STING (R7) upgrade provides precision geolocation targeting accuracy improvements needed to employ PGMs against enemy IADS and facilitates simultaneous carriage of a STING (R7) Pod and a Sniper Pod (previously listed as Advance Targeting Pod (ATP) on the F-16. Modification of all 132 pods to the R6 configuration was completed Dec 01. An additional 77 R6 pods have been procured. A total of 207 pods are funded for modification to STING (R7) configuration in FY06-FY08 (207 vs origial 209 -- two pods lost to attrition).

Aircraft Breakdown: Active 207, Reserve 0, ANG 0, Total 207

Development Status

HTS is operational on the F-16. This upgrade is part of a preplanned product improvements (P3I) program. A Program Definition and Risk Reduction (PDRR) study was awarded in FY00. The results of the study defined STING (R7) technical, schedule, and cost requirements. System Development and Demonstration (SDD) Contract was awarded February 2001. STING (R7) will build on earlier HTS upgrades to improve performance, reduce support cost and extend service life. The key focus of STING (R7) SDD will be to provide a precision geolocation targeting capability needed for DEAD using PGMs. Engineering changes also allows extended detection range, as well as simultaneous carriage of STING (R7) and a Sniper Pod (an advanced targeting pod). Modifications will include hardware and software changes to HTS pod fleet and is planned for fielding in FY06-08.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		59.267		19.747		16.827		9.394		0.509		
PROCUREMENT (3010)												
INSTALL KITS					[0]		[85]	3.783	[122]	7.170		
KITS NONRECUR												
EQUIPMENT					85	11.425	122	16.109				
EQUIP NONREC						1.970						
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TEST ASSETS												
SPARES						0.030		1.100				
OTHER												

Fact Sheet: OTHER MN-STNGR7 F-16 STING R7 POD UPGRADE (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-05 85 KITS							[85]					
FY-06 122 KITS									[122]			
TOTAL INSTALL							85		122			
TOTAL COST (BP-1100)					85	13.425	122	20.992		7.170		
(Totals may not add due to rounding)												
INSTALLATION QTY							85		122			

Fact Sheet: OTHER MN-STNGR7 F-16 STING R7 POD UPGRADE (Continued)

(Continued)

	FY-09 QTY	FY-09 COST	FY-10 QTY	FY-10 COST	FY-11 QTY	FY-11 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										105.744
PROCUREMENT (3010)										
INSTALL KITS									[207]	10.953
KITS NONRECUR										
EQUIPMENT									207	27.534
EQUIP NONREC										1.970
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TEST ASSETS										
SPARES										1.130
OTHER										
INSTALLATION OF HARDWARE										
FY-05 85 KITS									[85]	
FY-06 122 KITS									[122]	
TOTAL INSTALL									207	
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									207	41.587
INSTALLATION QTY									207	

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
Contract Date (Month/CY)							03/05	11/05
Delivery Date (Month/CY)							03/06	11/06

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																														27	29	29
Output																																27

	FY-07				FY-08			
Quarter	1	2	3	4	1	2	3	4
Input	31	31	30	30				
Output	29	29	31	31	30	30		

Description/Justification

This effort acquires and installs modernized UHF satellite communications (SATCOM) terminals with embedded Demand-Assigned Multiple Access (DAMA) channel-sharing capabilities and Advanced Narrowband Digital Voice Terminal (ANDVT) interoperability to comply with Joint Staff mandates. FY96-FY99 funds acquired and installed Air Force Special Operations Command (AFSOC) Terminals AC-130, EC-130, MC-130, and MH-53 aircraft, with some installation kits/costs supported by other funding lines. FY98-FY05 funds acquire and install Airborne Integrated Terminals (AIT) for aircraft including the B-2, E-3, E-8, HC-130, RC-135S, RC-135U, RC-135V/W, TC-135S/W, and WC-135. All B-2 AIT install kits are funded in B-2 MN-T8137, 'UHF SATCOM Upgrade'. Funding for B-2 platform-specific equipment and installations are included below (FY02 $2.0M, FY03 $1.5M, FY04 $10.0M, FY05 $2.0M). MILSATCOM Terminals contribution to the B-2 MN-TN8137 are $9.158M in FY01 and $10.895M in FY02. Some E-3 AIT equipment and install kits/cost are supported by E-3 MN-T8135, 'SATCOM DAMA'. These costs and quantities are not included below. Install kit costs vary by aircraft due to variations in integration complexity and electronic and physical environments. Kit nonrecurring costs appear in multiple fiscal years due to initiation of production for different platform types in different years. FY00-FY04 equipment requires contractor/depot installation. Equipment quantities do not equal install kit quantities because some platforms install multiple terminals with one install kit - the exhibit has been changed to reflect this accurately. Milestones listed reflect contract awards for AFSOC in FY96-FY97 and for AIT in FY98 forward; the initial lead time shown refers to that for AIT.

NOTE: Deltas in quantities of kits purchased and kits installed are due to cost sharing with platforms. In some cases (i.e. B-2) installation kits may be self funded and in others (i.e. E-3) the installations may be self funded.

NOTE: The EC-130 platform decided not to procure AIT radios therefore, no buys are required in FY05. The FY05 funds are being used to complete the installation of the E-3 AIT radios as well as Engineering Change Proposals (ECPs) for software modifications and to ensure AIT compatibility with European Air Traffic Control.

Aircraft Breakdown: Active 160, Reserve 0, ANG 0, Total 160

Development Status

FY03 Funding for platform integration.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		0.400										
PROCUREMENT (3010)												
INSTALL KITS	132	19.104	14	7.017	10	12.836						
KITS NONRECUR		53.999		5.888		4.703		1.456		0.484		
EQUIPMENT	366	42.262	[59]	6.490								
EQUIP NONREC		1.451										
CHANGE ORDERS		3.806				3.050						
DATA		4.990		1.048								
SIM/TRAINER	32	5.553	[3]	0.330	[1]	0.356						
SUPPORT-EQUIP		0.300										
SPARES	48	4.242										
OGC		6.354		0.803		1.140		0.687		0.465		

Fact Sheet: OTHER MN-T8137 UHF SATCOM UPGRADE (Continued)

Projected Financial Plan Continued

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-97 55 KITS	55	1.540										
FY-98 22 KITS	22	1.392										
FY-00 5 KITS	5	1.643										
FY-01 13 KITS	13	1.662										
FY-02 21 KITS	21	3.210										
FY-03 16 KITS			[31]	11.600								
FY-04 14 KITS					[13]	4.400						
FY-05 10 KITS												
TOTAL INSTALL	116	9.447	31	11.600	13	4.400						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	132	151.508	14	33.176	10	26.485		2.143		0.949		
INSTALLATION QTY	55		6		27		32		32			

Fact Sheet: OTHER MN-T8137 UHF SATCOM UPGRADE (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										0.400
PROCUREMENT (3010)										
INSTALL KITS									156	38.957
KITS NONRECUR										66.530
EQUIPMENT									[425]	48.752
EQUIP NONREC										1.451
CHANGE ORDERS										6.856
DATA										6.038
SIM/TRAINER									[36]	6.239
SUPPORT-EQUIP										0.300
SPARES									[48]	4.242
OGC										9.449
INSTALLATION OF HARDWARE										
FY-97 55 KITS									[55]	1.540
FY-98 22 KITS									[22]	1.392
FY-00 5 KITS									[5]	1.643
FY-01 13 KITS									[13]	1.662
FY-02 21 KITS									[21]	3.210
FY-03 16 KITS									[31]	11.600
FY-04 14 KITS									[13]	4.400
FY-05 10 KITS										
TOTAL INSTALL									160	25.447
TOTAL COST (BP-1100) (Totals may not add due to rounding)									156	214.261
INSTALLATION QTY									160	

Method of Implementation: COMBINATION

Initial Lead Time: 36 Months Follow-On Lead Time: 12 Months

Milestones

	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)		09/96	12/96	05/98	01/99	09/00	12/00	12/01	12/02	12/03	12/04
Delivery Date (Month/CY)		09/97	12/97	05/01	07/01	09/01	12/01	12/02	12/03	12/04	12/05

Fact Sheet: OTHER MN-T8137 UHF SATCOM UPGRADE (Continued)

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													15	15	13	12																
Output														15	15	13	12															

	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
Input					2	2	1	1	3	8	8	8	8	8	8	8	8	8	8	8	8			
Output						2	2	1	1	3	8	8	8	8	8	8	8	8	8	8	8	8		

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: PRDT				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$13.704	$31.387	$30.286	$22.101	$20.897	$21.710	$22.255	$22.517

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 FY06 is Predator A/B Mod.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	PRDLAS	PREDATOR LASER	0.1									24.8
	PRDT02	PREDATOR A/B MODIFICA	13.6	31.3	30.3	22.1	20.9	21.7	22.3	22.5		184.7
	Z88888	REPROGRAMMINGS	0.0	0.1								
TOTAL FOR CLASS P			13.7	31.4	30.3	22.1	20.9	21.7	22.3	22.5	0.0	209.5
TOTAL FOR WEAPON SYSTEM PRDT			13.7	31.4	30.3	22.1	20.9	21.7	22.3	22.5	0.0	209.5

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 61	PAGE NO. 1	

Description/Justification

Adds permanent laser designator for use with precision guided munitions. Laser designator will be incorporated with electro-optical/infrared (EO/IR) sensor ball to provide an integrated intelligence, surveillance and reconnaissance/target designation capability. Four existing off-the-shelf laser designators with only infrared sensor capability were procured and installed on Predator air vehicles as a 'quick-reaction' capability for Operation ALLIED FORCE. Program office is working in conjunction with a Navy program to modify an existing laser designator system to include full motion EO/IR video, laser range-finding, infrared illumination and laser imaging systems.

In FY02, Predator received $191.6M as part of the Defense Emergency Relief Fund (DERF). Funding was used to outfit Predator with the Multi-spectral Targeting System (MTS) laser designator/sensor turret and Hellfire Missile launch capability, provide enabling improvements, purchase four additional MQ-1 Predator aircraft, and purchase three MQ-9 Predator-B aircraft in support on operation Enduring Freedom. None of this funding is reflected in the FY02 program total.

*Remark (1): Congress added mod funds in FY02 for reliability and maintainability modifications to Ground Control Station hardware.

*Remark (2):Starting in FY04, MTS laser turrets will be purchased with each MQ-1 Predator aircraft. Cost will be documented in Exhibit P-40 for Predator. Laser funds remaining for FY04 in this P-3A are for installation of MTS turrets purchased with FY03 funds.

Aircraft Breakdown: Active 16, Reserve 0, ANG 0, Total 16

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	16	0.080										
KITS NONRECUR												
EQUIPMENT	16	19.451										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
*** See Remarks ***		5.100										
*** See Remarks ***												
INSTALLATION OF HARDWARE												
FY-02 8 KITS	8	0.100										
FY-03 8 KITS			[8]	0.101								
TOTAL INSTALL	8	0.100	8	0.101								
TOTAL COST (BP-1100)	16	24.731		0.101								

Fact Sheet: PRDT MN-PRDLAS PREDATOR LASER (Continued)

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
(Totals may not add due to rounding)												
INSTALLATION QTY	8		8									

Fact Sheet: PRDT MN-PRDLAS PREDATOR LASER (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									16	0.080
KITS NONRECUR										
EQUIPMENT									[16]	19.451
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
*** See Remarks ***										5.100
*** See Remarks ***										
INSTALLATION OF HARDWARE										
FY-02 8 KITS									[8]	0.100
FY-03 8 KITS									[8]	0.101
TOTAL INSTALL									16	0.201
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									16	24.832
INSTALLATION QTY									16	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

	FY-01	FY-02	FY-03
Contract Date (Month/CY)		12/01	12/02
Delivery Date (Month/CY)		03/03	03/04

Installation Schedule

	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
Input										8				8		
Output										8				8		

Description/Justification

The basic MQ-1/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-1 Predator aircraft is designed to provide real-time Intelligence, Surveillance, Reconnaissance, and Target Acquisition (ISR TA), and 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/marker, 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.

The MQ-9 Predator B aircraft is being 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 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 R&M issues as they arise.

The Ground Control Station (GCS) functions as the aircraft cockpit and can control the aircraft. The GCS will continue to evolve and upgrade its capabilities to fully support the MQ-1 and MQ-9 aircraft and the missions they perform.

Concurrently, the MQ-1 and MQ-9 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 capabilities (sensor improvements (MTS low-light TV), secure communications/data links, tactical common data link (TCDL), multiple aircraft control, flight control/avionics, situational awareness, mission planning).

Note 1: Aircraft quantity (Active) includes both MQ-1 Predator A and MQ-9 Predator B Air Combat Command's (ACC) required force structure. Total funded (13) is the number of TCDL Group B mod kits funded.

Note 2: Group B Kits and installation schedule are for TCDL modifications for the MQ-1 aircraft. The Group B funding line also includes funding to modify ground systems and communications systems to be TCDL capable.

Note 3: Retrofit includes aircraft (including sensors) and ground system retrofits to baseline configurations. The plan is to retrofit approximately 5 ground stations and 12 aircraft per year depending on funding profile. Retrofit also includes the retrofit of additional Group A kits for MQ-1 aircraft.

Aircraft Breakdown: Active 23, Reserve 0, ANG 0, Total 23

Development Status

MQ-1 Predator A is fielded and in full-rate productions. On-going modifications support emerging requirements and reliability and maintainability issues.

MQ-9 Predator B is undergoing incremental (block) development/upgrades. The flight characterization evaluation of the original off-the-shelf, proto-type aircraft is complete. Subsequent block upgrades integrate, test, and demonstrate the ability to meet its key performance parameters: interoperability; hunter (find, fix, track); and killer (target, engage, and assess).

Note: Output date on Installation Schedule is for delivery of modified aircraft, including kit.

Fact Sheet: PRDT MN-PRDT02 PREDATOR A/B MODIFICATIONS (Continued)

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					[2]	0.100	[3]	0.110	[1]	0.120	[2]	0.120
KITS NONRECUR												
EQUIPMENT					2	5.850	3	6.040	1	2.256	2	5.530
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
RETROFIT				13.603		25.272		24.026		19.605		15.127
INSTALLATION OF HARDWARE												
FY-05 2 KITS					[2]	0.100						
FY-06 3 KITS							[3]	0.110				
FY-07 1 KITS									[1]	0.120		
FY-08 2 KITS											[2]	0.120
FY-09 5 KITS												
FY-10 5 KITS												
FY-11 5 KITS												
TOTAL INSTALL					2	0.100	3	0.110	1	0.120	2	0.120
TOTAL COST (BP-1100) (Totals may not add due to rounding)				13.603	2	31.322	3	30.286	1	22.101	2	20.897
INSTALLATION QTY					2		3		1		2	

Fact Sheet: PRDT MN-PRDT02 PREDATOR A/B MODIFICATIONS (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	[5]	0.130	[5]	0.140	[5]	0.140			[23]	0.860
KITS NONRECUR										
EQUIPMENT	5	10.620	5	10.854	5	11.092			23	52.242
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
RETROFIT		10.830		11.121		11.145				130.729
INSTALLATION OF HARDWARE										
FY-05 2 KITS									[2]	0.100
FY-06 3 KITS									[3]	0.110
FY-07 1 KITS									[1]	0.120
FY-08 2 KITS									[2]	0.120
FY-09 5 KITS	[5]	0.130							[5]	0.130
FY-10 5 KITS			[5]	0.140					[5]	0.140
FY-11 5 KITS					[5]	0.140			[5]	0.140
TOTAL INSTALL	5	0.130	5	0.140	5	0.140			23	0.860
TOTAL COST (BP-1100) (Totals may not add due to rounding)	5	21.710	5	22.255	5	22.517			23	184.691
INSTALLATION QTY	5		5		5				23	

Method of Implementation: CONTRACTOR FACILITY

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

Milestones

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

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									2				3				1				2				5				5			
Output													2				3				1				2				5			

	FY-11				FY-12			
Quarter	1	2	3	4	1	2	3	4
Input	5							
Output	5				5			

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: CV-22				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$0.000	$0.271	$0.102	$0.204	$1.023	$21.929	$14.278	$6.061

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. It can carry 24 combat troops, or up to 20,000 pounds of internal or external cargo, at twice the speed of a helicopter. The primary modification budgeted in FY06 is low cost modifications.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	8791	BLOCK B UPGRADE						20.0	12.4	4.2		36.6
	99999X	LOW COST MODIFICATIO		0.3	0.1	0.2	1.0	1.9	1.9	1.9		7.3
	Z88888	REPROGRAMMINGS	0.0	0.1								
TOTAL FOR CLASS P			0.0	0.4	0.1	0.2	1.0	21.9	14.3	6.1	0.0	43.9
TOTAL FOR WEAPON SYSTEM CV-22			0.0	0.4	0.1	0.2	1.0	21.9	14.3	6.1	0.0	43.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 62	PAGE NO. 1	

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 2005
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: CLASSI				
	2004	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	$16.402	$28.932	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000

This line item funds classified modifications to classified projects. There are no mods in FY06.

CLASS	MOD NR	MODIFICATION TITLE	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	1001	COMPASS CALL	16.4	28.9								45.3
	Z88888	REPROGRAMMINGS	0.0	0.1								
TOTAL FOR CLASS P			16.4	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.3
TOTAL FOR WEAPON SYSTEM CLASSI			16.4	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.3

Totals may not add due to rounding.

Description/Justification

These funds are required to provide for the modification of aircraft and airborne systems used in classified missions. These activities will include the Block 35 modification effort and depot activities, including temporary modifications supporting kit proofing and other integration (including performance acceptance and testing) and fielding of capabilities. Because of their sensitive nature, the application of special management and security safeguards is required. Special justifications are provided through classified intelligence or security channels as requested.

Aircraft modification quantities are not provided by year due to classification.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-04		FY-05		FY-06		FY-07		FY-08	
	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												
CLASSIFIED				16.402		28.910						
RCVRS												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				16.402		28.910						

Fact Sheet: CLASSI MN-1001 COMPASS CALL (Continued)

(Continued)

	FY-09		FY-10		FY-11		TO COMP		TOTAL	
	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										
CLASSIFIED										45.312
RCVRS										
TOTAL COST (BP-1100)										45.312
(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-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)															