

**UNITED STATES AIR FORCE**  
**Committee Staff Procurement Backup Book**  
**FY 2005 Budget Estimates**



**February 2004**

---

---

**AIRCRAFT PROCUREMENT, AIR FORCE**  
**VOLUME II**

---

---

OPR: SAF/FMB



**UNCLASSIFIED**

**Table of Contents**

**FY 2005 AMENDED PRESIDENT'S BUDGET**

**AIRCRAFT PROCUREMENT MODIFICATIONS, AIR FORCE**

<b>Section 1:</b>	<b>P-1M Modification Summary.....</b>	<b>1</b>
<b>Section 2:</b>	<b>P-1 Line Item Detail .....</b>	<b>47</b>
<b>STRATEGIC AIRCRAFT</b>		
21	B-2.....	47
22	B-1.....	75
23	B-52.....	99
24	F-117.....	119
<b>TACTICAL AIRCRAFT</b>		
25	A-10.....	129
26	F-15.....	143
27	F-16.....	189
28	F-22.....	255
29	A/T-37.....	267
<b>AIRLIFT AIRCRAFT</b>		
30	C-5.....	269
31	C-9.....	283
32	C-17.....	285
33	C-21.....	313
34	C-32.....	319
35	C-37.....	325
36	C-141.....	327
<b>TRAINER AIRCRAFT</b>		
37	T-6.....	329
38	T-38.....	337
39	T-41.....	349
40	T-43.....	351

UNCLASSIFIED

OTHER AIRCRAFT

41 KC-10 ..... 357

42 C-12..... 369

43 C-18..... 373

44 C-20..... 375

45 C-25..... 379

46 C-40..... 389

47 C-130..... 391

48 C-130J..... 461

49 C-135..... 469

50 C-29..... 489

52 E-3..... 493

53 E-4..... 511

54 E-8C ..... 531

55 H-1..... 541

56 HH-60 ..... 551

57 OTHER..... 569

58 PRDT..... 589

59 CV-22 ..... 597

  

60 CLASSI..... 599

  

51 DARP ..... 603

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
HAEUAV	P	470001	GH SIGINT						3.6	8.8	10.8	3.8	27.0
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	0.0	0.0	3.6	8.8	10.8	3.8	27.0
<b>TOTAL FOR AIRCRAFT HAEUAV</b>				0.0	0.0	0.0	0.0	0.0	3.6	8.8	10.8	3.8	27.0

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
KC135R	P	C135R1	TANKER REPLACEMENT					14.3		48.1	49.3		111.7
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	0.0	14.3	0.0	48.1	49.3	0.0	111.7
<b>TOTAL FOR AIRCRAFT KC135R</b>				0.0	0.0	0.0	0.0	14.3	0.0	48.1	49.3	0.0	111.7

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
B-2	P	110024	ALTERNATE HIGH FREQU	34.3		7.0	7.8	11.7	8.1	9.5	9.1	15.1	102.6
		110025	MK82 JDAM / SMART BOM		14.3	14.9	9.3	1.3					39.7
		110028	F118 DIGITAL ELECTRONI		4.0	4.6	2.3	1.1					12.1
		110030	AFT DECK CRACKS			26.9	6.1	0.0	0.0				33.0
		110031	MAINTENANCE TRAINER		6.6	13.1							19.7
		110032	LINK 16/CID/IFR		32.7	49.8	44.9	21.8	11.4	4.3			165.0
		110033	RADAR SYSTEM MODIFIC						184.8	262.2	50.2		497.1
		110035	SUPPORTABILITY MODS				14.3	4.3					18.6
		110037	ALTERNATE DOOR EDGE							6.3	8.6		14.9
		110038	WINDSHIELD TAPE ALTE		6.8								6.8
		99999U	LOW COST RETROFIT M	2.8	1.2	1.2	1.6	3.0	1.2	0.1	0.3		11.5
		99999X	LOW COST MODIFICATIO	5.6	2.9	1.9	2.0	3.9	1.4	1.3	1.3		20.1
		T8137	UHF SATCOM UPGRADE	48.3	23.1		7.7	5.1					84.2
		Z88888	REPROGRAMMINGS		0.0	2.9							2.9
<b>TOTAL FOR CLASS P</b>				90.9	91.7	122.3	96.0	52.2	206.8	283.7	69.5	15.1	1,028.3
<b>TOTAL FOR AIRCRAFT B-2</b>				90.9	91.7	122.3	96.0	52.2	206.8	283.7	69.5	15.1	1,028.3

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
B-1	P	_2134	Integrated Data Acquisition		3.1								3.1
		_3944	ALQ-161A PREPROCESS					8.1	12.3	14.6			35.0
		_9035	ALQ-161A Waveform Gene						9.8	11.1	2.5	20.7	44.1
		_9766	ALQ-161A Advanced Track						9.3	5.8			15.1
		4252	AVIONICS COMPUTERS	27.3	45.0	32.3	5.9						110.5
		4280	FULLY INTEGRATED DAT						6.5	4.4	3.9	8.4	23.3
		4282	B-1 INTEGRATED DATALI						21.8	12.5	12.9	84.3	131.5
		4284	CITS UPGRADE						5.4	17.2	3.6	1.3	27.5
		5013	RF TOWED DECOY SYST	122.1	4.1	2.8							128.9
		5047	SIMULATOR UPDATES	37.7		0.3	0.4						38.5
		5048	WIND CORRECTED MUNI	4.9	7.8	25.2		3.9					41.8
		6039	F101 DIGITAL ENGINE CO	8.7	8.5	5.8							23.0
		7242	AN/ALQ-161A BAND 8 RF					12.3	10.0	7.3			29.6
		8411	RADAR IMPROVEMENT U							21.8	11.3	142.7	175.8
		8421	LINK 16	15.8	13.0								28.7
		8495	AN/ALQ-161A DIRECTION	4.7	0.9								5.6
		8525	AN/ALQ-161A JAMMER AL				0.5	0.5					1.0
		8970	AN/ALQ-161A TAIL WARNI			9.4	1.6						10.9
		8971	VERTICAL SITUATION DIS								6.2	35.4	41.5
		8972	AUTOMATIC TEST EQUIP		8.7	5.9	0.3						15.0
		8973	LOWER RUDDER HYDRA	0.9	0.3	0.4							1.6
		8974	THREAT SITUATIONAL A					6.0					6.0
		99999X	LOW COST MODIFICATIO	4.1	2.0	0.2	0.0	0.1	0.0	0.0	0.1		6.5
		Z88888	REPROGRAMMINGS	0.6	7.9	3.5							12.0

Totals may not add due to rounding.



**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
<b>TOTAL FOR CLASS P</b>				226.7	101.4	85.8	8.8	30.8	75.1	94.8	40.5	292.7	956.7
		4408	CONGRESSIONALLY DIR			17.1							17.1
		5819	ENGINE UPGRADE			0.0	0.0	0.1	0.0	0.0	0.1		0.2
		5820	COMMUNICATION UPGRA			0.0	0.0	0.1	0.0	0.0	0.1		0.2
		5821	DEFENSE AVIONICS UPG			0.0	0.0	0.1	0.0	0.0	0.1		0.2
		5822	WEAPONS UPGRADE			0.0	0.0	0.1	0.0	0.0	0.1		0.2
		7152	AVIONICS UPGRADE			0.0	0.0	0.1	0.0	0.0	0.1		0.2
<b>TOTAL FOR CLASS</b>				0.0	0.0	17.1	0.1	0.5	0.1	0.2	0.3	0.0	18.2
<b>TOTAL FOR AIRCRAFT B-1</b>				226.7	101.4	103.0	8.8	31.3	75.2	95.1	40.8	292.7	974.9

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
B-52	P	3143	COMMON STRATEGIC RO	5.1	4.7	5.1							14.8
		3150	NAVSTAR GLOBAL POSIT	38.8	0.5	1.2							40.5
		3263	INTEGRATED CONV STO	83.6	1.6	1.2							86.4
		3309	AIRBORNE WIDEBAND TE							13.9	80.2		94.1
		3310	CALCM INFLIGHT BEYON				5.0	28.9	37.9	103.8			175.6
		3311	FUEL ENRICHMENT MODI			0.4	0.6	0.2					1.2
		3372	LINK 16							13.8	15.3		29.0
		4270	ECM IMPROVEMENT	45.2	16.8	40.5	47.5	59.2	24.4	7.7			241.3
		4371	GPS TACAN	50.1	0.9	1.2							52.2
		4693	AVIONICS MIDLIFE IMPRO			12.4	37.2	35.3	5.6	0.8			91.3
		99999X	LOW COST MODIFICATIO	3.0		1.1	2.0	2.0	2.0	1.1	2.0		13.1
<b>TOTAL FOR CLASS P</b>				225.8	24.5	63.2	92.2	125.7	69.8	141.0	97.4	0.0	839.6
<b>TOTAL FOR AIRCRAFT B-52</b>				225.8	24.5	63.2	92.2	125.7	69.8	141.0	97.4	0.0	839.6

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
F-117	P	31927	OMNIBUS ENGINE MODIF	3.6	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	5.6
		31937	SINGLE CONFIGURATION	70.7	21.1	15.0	8.6						115.5
		31972	EXPANDED DATA TRANS				1.5	2.4	1.3	0.9	0.2		6.2
		31973	INFRARED ACQUISITION							59.5	69.5	94.8	223.8
		31974	COLOR MULTIPURPOSE							7.1	5.7	9.8	22.6
		31975	BROOKLYN BRIDGE				2.8	13.0	10.5	10.3	1.3		37.8
		31976	BC 2 WEAPON SIMULATO						1.4				1.4
		31977	NIGHT VISION GOGGLES						2.3				2.3
		31978	COMMON DATA RECORD							4.7			4.7
		31979	AURAL FIRE WARNING						1.2				1.2
		31980	MISSION PLANNING SYST					1.5					1.5
		31981	MTU ENGINE TRAINER TA						1.5				1.5
		31982	APU EXHAUST DUCT IMP						1.6				1.6
		99999S	SERVICE BULLETINS	16.2	0.6	0.7	0.0	1.0	1.1	1.1	1.2	1.2	23.1
		99999X	LOW COST MODIFICATIO	10.8			0.1	0.1	0.1	0.1	0.1		11.3
		Z88888	REPROGRAMMINGS		-0.1	0.6							0.5
<b>TOTAL FOR CLASS P</b>				101.3	21.9	16.7	13.2	18.2	21.3	84.0	78.2	106.0	460.7
<b>TOTAL FOR AIRCRAFT F-117</b>				101.3	21.9	16.7	13.2	18.2	21.3	84.0	78.2	106.0	460.7

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
A-10	P	3150EG	EGI	157.0	4.9								161.9
		3301A	INTEGRATED FLIGHT & FI	11.9	11.2	8.2							31.3
		37120	DIGITAL DATA LINK				5.2	5.8	5.6				16.5
		9602	COUNTERMEASURE SET	4.1	4.3	6.1	2.5						17.1
		9805	PRECISION ENGAGEMEN		5.1	2.3	45.7	45.2	74.5	80.5	52.1		305.3
		99999X	LOW COST MODIFICATIO	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.6	1.2
		Z88888	REPROGRAMMINGS	0.0		4.0							4.0
<b>TOTAL FOR CLASS P</b>				173.2	25.5	20.6	53.4	51.0	80.1	80.8	52.2	0.6	537.3
<b>TOTAL FOR AIRCRAFT A-10</b>				173.2	25.5	20.6	53.4	51.0	80.1	80.8	52.2	0.6	537.3

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
F-15	P	10211B	SECONDARY POWER UP	8.9	0.4	2.8	1.0	0.0					13.1
		19203B	F100-220E ENGINE UPGR	271.6	69.3	74.7	1.7						417.3
		3150E	GPS	40.7	1.6								42.3
		6106	SECONDARY POWER UP	3.2	1.3	0.6	0.0						5.1
		6145	FUEL NOZZLE DAMPING	2.3	0.3	0.2	0.1	0.1					3.0
		8049	APG-63V(1) RADAR UPGR	525.8	106.2	4.9	2.5						639.4
		8265	PROGRAMMABLE ARMAM	23.3	15.7	28.5	19.8	6.1	2.8				96.1
		8314	AIR DATA PROCESSOR	13.6	5.2	4.5	4.2	1.8	0.7				30.0
		8352	JOINT HELMET-MOUNTE	24.7	17.9	22.8	21.5	20.5	2.4				109.8
		8357	ADVANCED DISPLAY CO				37.3	43.2	17.0				97.5
		8419	ALQ 135, BAND 1.5	139.3	42.4	22.1	3.0						206.7
		8660	BOL	29.1	2.4				15.1	7.4	5.8		59.8
		8662	AETC MTD UPGRADES-FI	0.5	3.6			2.1	1.3				7.4
		8701	F-15 C/D GPS		5.3	11.8	18.6	2.5					38.1
		8703	F-15 A/D DIGITAL VIDEO					11.2	22.0	11.0			44.2
		8705	F-15E DIGITAL VIDEO RE				1.0	3.8	3.8	18.5			27.1
		8742	TEWS INTERMEDIATE SU					17.8	1.3				19.1
		8745	IFF A-D	4.0	0.6	10.5	37.9	41.6	23.7				118.3
		8746	IFF E			1.0	32.3	25.4	16.7				75.4
		99999U	LOW COST RETROFIT M	4.4	0.2	0.2	0.6	0.0	0.0				5.5
		99999X	LOW COST MODIFICATIO	7.5	1.9	0.1	0.0	1.2	1.9				12.7
		Z88888	REPROGRAMMINGS	-0.2		15.7							15.6
<b>TOTAL FOR CLASS P</b>				<b>1,098.9</b>	<b>274.0</b>	<b>200.3</b>	<b>181.6</b>	<b>177.2</b>	<b>108.5</b>	<b>36.9</b>	<b>5.8</b>	<b>0.0</b>	<b>2,083.3</b>
<b>TOTAL FOR AIRCRAFT F-15</b>				<b>1,098.9</b>	<b>274.0</b>	<b>200.3</b>	<b>181.6</b>	<b>177.2</b>	<b>108.5</b>	<b>36.9</b>	<b>5.8</b>	<b>0.0</b>	<b>2,083.3</b>

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
F-16	P-S	173009	F110 DIGITAL ENGINE CO	149.1	2.5	1.5							153.1
		F19419	F110-100 HPT C-CLIP BAC	3.0		3.3	1.5	0.8	0.5	1.0	0.1		10.4
<b>TOTAL FOR CLASS P-S</b>				152.1	2.5	4.9	1.5	0.8	0.5	1.0	0.1	0.0	163.5
	P	19229E	FALCON 229 ENGINE UP	12.1	0.3								12.4
		3090	ALR-56M RCPU UPGRAD	24.0	0.4	0.1							24.5
		3450	ALE-47	44.2	3.3	2.1	1.3	0.2					51.1
		4260	ADVANCED WEAPON INT	30.9	3.8	3.7	3.9	4.2	4.3	1.3			51.9
		5013	RF TOWED DECOY SYST	124.5	11.1	3.5							139.0
		602030	BLOCK 30 NIGHT VISION I	34.0	0.2								34.2
		602043	BLOCK 42 ANG RE-ENGIN	48.3	10.4	9.9							68.6
		602150	MODULAR MISSION COM	134.9	47.7	79.4	83.5	92.5	78.7	100.3	88.3	10.2	715.5
		6022	PRE BLK 40 STRUCTURA	195.2		0.1	0.5	0.1					196.0
		602241	F-16A STRUCTURE IMPR	7.8	3.5	5.3	2.5	2.6					21.8
		602250	BLOCK 50/52 STRUCTUR	2.7	3.3	1.2	0.6	0.0					7.8
		6023	FALCON STAR		15.9	41.7	48.2	67.2	72.0	98.2	93.1	227.4	663.8
		603035	COMMERCIAL CENTRAL I			6.5	11.0	10.8					28.3
		610250	COLOR DISPLAYS - CCIP	83.9	25.4	35.9	37.7	53.7	42.4	25.2	15.2	3.6	323.2
		612150	BLOCK 50 AIR-TO-AIR INT	82.3	18.4	6.3	3.2	0.6					110.8
		6300	ON BOARD OXYGEN GEN	13.9	3.5	4.0							21.4
		650050	JOINT HELMET MOUNTE	47.9	51.1	32.0	32.2	32.8	26.2	14.6	5.3	1.1	243.2
		660050	BLK 50 HTS PYLONS		0.1		2.2	3.0	2.8				8.1
		661650	LINK 16 - CCIP	61.4	23.5	34.0	28.6	23.3	19.7	11.5	5.6	1.1	208.9
		661651	F-16 TACTICAL DATA LIN		34.9	22.5	22.1	22.2	19.1	12.2			133.0
		8661	AETC MTD UPGRADES-T	3.1	0.8	3.9							7.7

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
		8662	AETC MTD UPGRADES-FI	2.3	2.1	1.0	11.8	10.8	14.7	17.0	17.3		77.0
		99999E	MISC ENGINE UPDATE M	7.4	0.9	1.8	0.0	0.0	0.1	0.0	0.4		10.6
		99999U	LOW COST RETROFIT M	6.4	1.7	1.9	0.0	0.0	0.1	0.0	0.4		10.4
		99999X	LOW COST MODIFICATIO	7.9	1.1	1.5	0.0	0.0	0.1	0.0	0.4		10.9
		F16TAR	THEATER AIRBORNE RE	6.6	2.0								8.6
		F19412	F110-GE-100/129 EMS EN	8.3	6.6								14.8
		F19420	F110-100 TURBINE FRAM			0.9	1.0	1.0	1.0	0.9	0.9	0.2	5.8
		F19424	F110 ENGINE SERVICE LI				44.4	45.3	46.2	47.0	47.8	100.0	330.7
		F19450	PW-229 FUEL NOZZLE DA	0.7	0.1	0.0							0.8
		F19451	PW-229 3rd STAGE FAN I					2.7					2.7
		F19453	F100 ENHANCED MAINTAI	0.1	0.3								0.4
		Z88888	REPROGRAMMINGS	0.0		3.3							3.3
<b>TOTAL FOR CLASS P</b>				990.7	272.4	302.4	334.8	373.1	327.3	328.3	274.6	343.6	3,547.2
<b>TOTAL FOR AIRCRAFT F-16</b>				1,142.8	274.9	307.3	336.3	373.9	327.8	329.3	274.8	343.6	3,710.7

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
F-22	P	17607	TEST INSTRUMENTATION		11.2								11.2
		F22000	LOW COST MODS (ENGIN				1.0	1.0					2.0
		F22001	COMMON CONFIGURATI		4.9	6.4	28.5	1.9	2.2	61.6	57.0		162.5
		F22002	JTIDS XMIT					26.4	27.5	32.0	32.6		118.5
		F22003	SMALL DIAMETER BOMB (								16.0		16.0
		F22004	LOW COST MOD (Air Vehi		1.5	1.8	1.0	1.0					5.3
		F22005	4TH GENERATION ARRAY				39.6	2.5	2.5				44.6
		F22006	SYSTEM MATURATION						34.7	35.4	36.0		106.1
		Z88888	REPROGRAMMINGS		6.4								6.4
<b>TOTAL FOR CLASS P</b>				0.0	23.9	8.2	70.1	32.8	66.9	129.0	141.7	0.0	472.6
<b>TOTAL FOR AIRCRAFT F-22</b>				0.0	23.9	8.2	70.1	32.8	66.9	129.0	141.7	0.0	472.6



**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
A/T-37	P-S	99999A	LOW COST SAFETY MODI	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.8
<b>TOTAL FOR CLASS P-S</b>				0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.8
	P	99999X	LOW COST MODIFICATIO			0.0	0.0	0.0	0.0	0.0	0.0		0.0
		Z88888	REPROGRAMMINGS	0.0	0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL FOR AIRCRAFT A/T-37</b>				0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.8

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-5	P	6038	AVIONICS MODERNIZATI	64.6	58.3	76.9	89.7	93.8					383.4
		6103	HYDRAULIC SURGE CON	1.5	0.1								1.6
		6154	C-5 RELIABILITY ENHANC						235.4	596.1	817.1	7,216.3	8,865.0
		8097	SIM UPGRADE		3.0								3.0
		8662	AETC MTD UPGRADES-FI		1.3		0.8	1.7					3.9
		8719	EMERGENCY DC POWER		3.4	12.0	9.0						24.3
		8763	MADARS III	1.1	7.8								8.9
		99999X	LOW COST MODIFICATIO	4.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1		4.6
		Z88888	REPROGRAMMINGS	0.7	-0.0	2.4							3.1
<b>TOTAL FOR CLASS P</b>				72.0	74.0	91.4	99.6	95.7	235.5	596.2	817.2	7,216.3	9,297.8
<b>TOTAL FOR AIRCRAFT C-5</b>				72.0	74.0	91.4	99.6	95.7	235.5	596.2	817.2	7,216.3	9,297.8

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-9	P	99999S	SERVICE BULLETINS	19.4	1.0	0.8							21.2
		99999X	LOW COST MODIFICATIO	4.7	0.3	0.1							5.0
		Z88888	REPROGRAMMINGS	0.1	0.0	0.0							0.2
<b>TOTAL FOR CLASS P</b>				24.2	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	26.5
<b>TOTAL FOR AIRCRAFT C-9</b>				24.2	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	26.5

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-17	P	_1058	Mission Computer Replace							18.0	12.3	77.1	107.4
		_2109	Hydraulic Isolation Valves							12.2	4.3	28.9	45.4
		_2394	Demand Assigned Multiple								24.9	33.9	58.8
		_2746	On Board Loose Equipment							9.4	4.6	7.5	21.5
		_3056	Formation Flying System					0.7	8.6	12.0	12.3	23.6	57.1
		_7284	Floatation Emergency Deplo								2.8	31.9	34.8
		_7655	LOX Bottle Protection					3.7	6.8	6.9	7.0	4.0	28.4
		_8608	COVERT LIGHTING					11.2	17.0	27.3	32.8	45.6	133.8
		0399	AIRLIFT DEFENSIVE SYS	2.5	1.1	0.1	1.3	4.1	3.2	1.0			13.3
		4660	OPEN SYSTEMS COMMU					39.5	52.3	50.8	36.1	6.4	185.0
		5029	AERIAL DELIVERY SYSTE	1.0	1.8	2.0	3.7						8.4
		6008	AEROMED LITTER STANC	21.5	1.1								22.6
		6026	400 POUND PARATROOP	9.4	0.8	0.6	0.6	0.6	0.6	7.6	0.3		20.6
		6401	GATM - AUTOMATIC DE							13.4	4.3	26.4	44.1
		6402	OBIGGS II					69.8	32.1	49.3	51.2	202.8	405.2
		6406	MOBILITY 2000 (M2K)					2.1	2.9	2.9	1.4		9.3
		6409	AERIAL DELIVERY SYSTE							11.5	9.1	36.2	56.8
		6410	SELF-SUFFICIENCY					36.3	10.1	51.2	60.1	254.9	412.6
		6411	ARMY COMMUNCIATION					10.7	14.5	13.1	3.3		41.6
		6412	EXTENDED RANGE RETR				40.0	5.0	42.0	68.6	71.0	314.8	541.3
		6414	GATM - RNP IMPROVEME					1.1	21.5	35.0	35.7	72.1	165.4
		6415	CREW ARMOR PLATING							10.0	16.8	46.9	73.8
		6417	IMBEDDED TOW PLATE A							0.7	1.1	3.8	5.6
		6421	WING LEADING EDGE FIR					8.2	13.5	16.6	18.3	40.0	96.5
		6422	OBSOLESCENCE - WEAT					10.7	13.2	13.6	14.0	9.0	60.5

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
		8332	SIDEWALL LINER/OXYGE	11.8	0.9								12.7
		8629	LARGE AIRCRAFT INFRA	23.4	56.3	29.0	40.3	93.6	115.3	118.1	256.1	23.8	755.9
		9709	GATM PHASE II	39.7	6.0								45.7
		9710	BLOCK 12 SOFTWARE	2.1	1.4								3.5
		9714	STATION KEEPING FOLL	9.8	5.7	2.7	1.0	0.9					20.0
		9721	ALTERNATE EEC POWER	1.4	0.4								1.8
		9722	SLAT TRACK DOOR BRAC	1.0	0.8	0.5							2.3
		9723	FIXED LEADING EDGE FO	1.7	2.4	1.9							6.0
		9726	COMBUSTION EXIT TEMP	109.9	2.1								112.0
		9735	STABILIZER STRUTS PHA					8.3	13.5	13.7	14.0	7.5	57.0
		99999X	LOW COST MODIFICATIO				0.5	2.0	2.0	2.0	2.0	4.0	12.5
		TAWS	TERRAIN AWARENESS &	14.6	19.1	10.9	1.8	5.7					52.0
		Z88888	REPROGRAMMINGS		-6.0	1.1							-4.9
<b>TOTAL FOR CLASS P</b>				<b>249.8</b>	<b>93.9</b>	<b>48.7</b>	<b>89.1</b>	<b>314.2</b>	<b>369.1</b>	<b>564.7</b>	<b>695.8</b>	<b>1,301.2</b>	<b>3,726.5</b>
<b>TOTAL FOR AIRCRAFT C-17</b>				<b>249.8</b>	<b>93.9</b>	<b>48.7</b>	<b>89.1</b>	<b>314.2</b>	<b>369.1</b>	<b>564.7</b>	<b>695.8</b>	<b>1,301.2</b>	<b>3,726.5</b>

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-21	P	3149TC	TCAS CHANGE 7 UPGRA	1.9	0.3								2.3
		99999S	SERVICE BULLETINS	7.2	0.3	1.2	1.3	3.7	3.9	1.9	1.9		21.4
		99999X	LOW COST MODIFICATIO	0.7	1.8	0.1	0.1	0.1	0.1	0.6	0.6		4.2
		Z88888	REPROGRAMMINGS	-0.9	0.1	0.0							-0.8
<b>TOTAL FOR CLASS P</b>				8.9	2.5	1.4	1.4	3.9	4.0	2.5	2.6	0.0	27.1
<b>TOTAL FOR AIRCRAFT C-21</b>				8.9	2.5	1.4	1.4	3.9	4.0	2.5	2.6	0.0	27.1

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-32	P	9606	COMMUNICATIONS UPDA	52.5	16.8								69.3
		99999G	SERVICE BULLETIN - GAT	0.0	2.0								2.0
		99999S	SERVICE BULLETINS	0.6	0.3	0.1	0.1	0.1	0.1	1.5	1.5		4.3
		99999X	LOW COST MODIFICATIO	0.4	0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.1
		Z88888	REPROGRAMMINGS			0.0							0.0
<b>TOTAL FOR CLASS P</b>				53.6	19.2	0.2	0.2	0.2	0.2	1.6	1.6	0.0	76.7
<b>TOTAL FOR AIRCRAFT C-32</b>				53.6	19.2	0.2	0.2	0.2	0.2	1.6	1.6	0.0	76.7

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-37	P	99999S	SERVICE BULLETINS	0.4	0.2	0.3	0.3	0.3	0.3	0.3	0.3		2.3
		99999X	LOW COST MODIFICATIO	1.5	0.1	0.1	0.1	0.1	0.1	0.1	0.1		2.1
		Z88888	REPROGRAMMINGS	-0.4	0.0								-0.4
<b>TOTAL FOR CLASS P</b>				1.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.0	4.1
<b>TOTAL FOR AIRCRAFT C-37</b>				1.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.0	4.1

Totals may not add due to rounding.



**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-141	P-S	99999A	LOW COST SAFETY MODI	2.5	0.2								2.7
<b>TOTAL FOR CLASS P-S</b>				2.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
	P	99999X	LOW COST MODIFICATIO	2.7	0.1								2.8
		Z88888	REPROGRAMMINGS	0.3	-0.2								0.1
<b>TOTAL FOR CLASS P</b>				3.0	-0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
<b>TOTAL FOR AIRCRAFT C-141</b>				5.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
T-6	P-S	9850	ENVIRONMENTAL CONTR	4.1	1.2								5.3
		9851	UHF DUAL ANTENNA	0.6	0.5	0.0							1.1
		9854	OIL PRESSURE WARNIN				0.7	1.7	3.3	1.0			6.8
		9857	TRAFFIC ALERT AND COL							11.4	11.7	19.6	42.8
		9858	INTER-SEAT SEQUENCE				0.3	0.5	0.4	0.3			1.5
		99999X	LOW COST MODIFICATIO	1.0	0.3	1.8	0.5	1.2	2.0	0.7			7.5
<b>TOTAL FOR CLASS P-S</b>				<b>5.7</b>	<b>2.0</b>	<b>1.8</b>	<b>1.5</b>	<b>3.4</b>	<b>5.7</b>	<b>13.4</b>	<b>11.7</b>	<b>19.6</b>	<b>64.9</b>
P		9870	NOSE WHEEL CENTERIN			1.2	0.7						1.8
		9871	COCKPIT UPGRADES			1.1	1.6	1.3					4.0
		Z88888	REPROGRAMMINGS			0.1							0.1
<b>TOTAL FOR CLASS P</b>				<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>2.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>
<b>TOTAL FOR AIRCRAFT T-6</b>				<b>5.7</b>	<b>2.0</b>	<b>4.2</b>	<b>3.9</b>	<b>4.7</b>	<b>5.7</b>	<b>13.4</b>	<b>11.7</b>	<b>19.6</b>	<b>71.0</b>

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
T-38	P-S	10206A	FUS STA 325 BULKHEAD	68.6	3.6								72.2
		99999A	LOW COST SAFETY MODI	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0		0.2
<b>TOTAL FOR CLASS P-S</b>				<b>68.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>72.4</b>
	P	6029	AVIONICS UPGRADE	212.1	109.1	69.2	52.5	45.9	39.3	30.5	0.0		558.5
		6034	T-38 PROPULSION MODE	83.0	60.5	59.0	101.2	56.0	45.2	63.3	54.6	273.1	795.9
		6087	T-38 ESCAPE SYSTEM UP	1.7	0.5								2.2
		99999X	LOW COST MODIFICATIO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
		Z88888	REPROGRAMMINGS	11.1	6.3	2.9							20.3
<b>TOTAL FOR CLASS P</b>				<b>308.0</b>	<b>176.3</b>	<b>131.2</b>	<b>153.7</b>	<b>101.9</b>	<b>84.4</b>	<b>93.8</b>	<b>54.6</b>	<b>273.1</b>	<b>1,377.0</b>
<b>TOTAL FOR AIRCRAFT T-38</b>				<b>376.6</b>	<b>180.1</b>	<b>131.2</b>	<b>153.7</b>	<b>101.9</b>	<b>84.4</b>	<b>93.8</b>	<b>54.6</b>	<b>273.1</b>	<b>1,449.4</b>

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	MOD <u>NR</u>	<u>MODIFICATION</u> <u>TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST</u> <u>TO GO</u>	<u>TOTAL</u> <u>PROG</u>
T-41	P	99999X	LOW COST MODIFICATIO	0.5	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.2
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				0.5	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.2
<b>TOTAL FOR AIRCRAFT T-41</b>				0.5	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.2

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
T-43	P	3149T	TRAFFIC ALERT & COLLIS	6.4	0.7	4.8							11.9
		99999S	SERVICE BULLETINS	4.5	0.4	0.2	0.5	3.8	2.0	2.1	2.2		15.6
		99999X	LOW COST MODIFICATIO	0.3	0.5	0.1	0.1	0.1	0.1				1.1
		TAWS	TERRAIN AWARENESS &	2.0	0.4	2.9							5.2
		Z88888	REPROGRAMMINGS		0.1	0.2							0.3
<b>TOTAL FOR CLASS P</b>				13.1	2.1	8.2	0.6	3.9	2.1	2.1	2.2	0.0	34.2
<b>TOTAL FOR AIRCRAFT T-43</b>				13.1	2.1	8.2	0.6	3.9	2.1	2.1	2.2	0.0	34.2

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
KC-10	P-S	99999A	LOW COST SAFETY MODI	0.6		0.1	0.0	0.0	0.1	0.1	0.1		0.8
<b>TOTAL FOR CLASS P-S</b>				0.6	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.8
	P	4369	REPLACE PYLONS 1&3 F	10.4	0.6								11.0
		7725	THRUST REVERSER AIR		3.4	5.4	30.1	18.9	3.2				61.0
		9709	GATM PHASE II	35.7	2.2	7.6	6.3	63.3	31.8	35.0	34.0	8.9	224.8
		99999S	SERVICE BULLETINS	38.0	1.2	0.8	1.0	1.0	1.4	2.0	2.1		47.7
		99999X	LOW COST MODIFICATIO	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0		4.2
		SIM-10	SIMULATOR UPGRADE (K	53.4	11.7	6.1							71.2
		Z88888	REPROGRAMMINGS		0.4	0.5							0.9
<b>TOTAL FOR CLASS P</b>				141.8	19.5	20.4	37.3	83.2	36.4	37.0	36.1	8.9	420.7
<b>TOTAL FOR AIRCRAFT KC-10</b>				142.4	19.5	20.5	37.3	83.2	36.5	37.1	36.2	8.9	421.5

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-12	P	6140	ELECTRONIC FLIGHT INS			5.3	19.2	6.0	0.7				31.2
		99999S	SERVICE BULLETINS	1.6	0.3	0.2	0.1	0.1	0.1	0.3	0.3		3.0
		99999X	LOW COST MODIFICATIO	1.5	0.1	0.1	0.1	0.1	0.1	0.1	0.1		2.2
		Z88888	REPROGRAMMINGS	0.2	0.0	0.1							0.4
<b>TOTAL FOR CLASS P</b>				3.3	0.4	5.7	19.4	6.2	0.9	0.4	0.4	0.0	36.8
<b>TOTAL FOR AIRCRAFT C-12</b>				3.3	0.4	5.7	19.4	6.2	0.9	0.4	0.4	0.0	36.8

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	MOD <u>NR</u>	MODIFICATION <u>TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-18	P	99999S	SERVICE BULLETINS	0.4	0.0								0.4
		99999X	LOW COST MODIFICATIO	5.5	0.0								5.5
		Z88888	REPROGRAMMINGS		0.0								0.0
<b>TOTAL FOR CLASS P</b>				5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9
<b>TOTAL FOR AIRCRAFT C-18</b>				5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9

Totals may not add due to rounding.



**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-20	P	99999S	SERVICE BULLETINS	1.6	0.2	0.3	0.4	0.4	0.4	0.2	0.2		3.6
		99999X	LOW COST MODIFICATIO	7.3	1.7	0.1	0.1	0.1	0.1	0.4	0.4		10.1
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				8.9	1.9	0.4	0.4	0.5	0.5	0.5	0.5	0.0	13.7
<b>TOTAL FOR AIRCRAFT C-20</b>				8.9	1.9	0.4	0.4	0.5	0.5	0.5	0.5	0.0	13.7

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-25	P	9331	PRESIDENTIAL DATA SYS		64.6	66.4	26.4						157.4
		9709	GATM PHASE II	24.2	11.7		0.7						36.5
		99999S	SERVICE BULLETINS	2.7	1.2	0.8	0.8	0.9	1.0	1.0	1.0		9.4
		99999X	LOW COST MODIFICATIO	2.4	1.5	0.3	0.1	0.1	0.0	0.0	0.0		4.4
		Z88888	REPROGRAMMINGS			1.8							1.8
<b>TOTAL FOR CLASS P</b>				29.2	79.0	69.3	28.0	1.0	1.0	1.0	1.0	0.0	209.6
<b>TOTAL FOR AIRCRAFT C-25</b>				29.2	79.0	69.3	28.0	1.0	1.0	1.0	1.0	0.0	209.6

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	MOD <u>NR</u>	MODIFICATION <u>TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-40	P	99999S	SERVICE BULLETINS			0.1	0.1	0.1	0.1				0.4
		99999X	LOW COST MODIFICATIO			0.1	0.1	0.1	0.1				0.4
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.8
		Z88888	REPROGRAMMINGS			0.0							0.0
<b>TOTAL FOR CLASS</b>				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL FOR AIRCRAFT C-40</b>				0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.8

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-130	P-S	99999A	LOW COST SAFETY MODI				0.1	0.1	1.3	1.0	1.3	1.9	5.7
<b>TOTAL FOR CLASS P-S</b>				0.0	0.0	0.0	0.1	0.1	1.3	1.0	1.3	1.9	5.7
P		_3773	NP2000		5.0								5.0
		11130	PODDED RECONNAISSA	9.5		5.4	0.5	0.5	0.5	0.5	0.5		17.3
		17605B	AUTOPILOT/GCAS	246.0	7.2	2.9	1.5						257.6
		18600B	ELECTRICAL SYSTEM UP	89.2	6.3	3.4							98.9
		18603B	FUEL QTY SYS UPGRADE	17.1	1.3								18.3
		3455	AIRLIFT DEFENSIVE SYS	117.9	0.5								118.4
		6040	ENGINES	16.7	7.8								24.6
		8220	ALR-69 (RWR)	48.5	0.5	17.9	0.0	42.5	33.0	36.7	36.4	30.7	246.3
		8385	AN/AAQ-22M (FLIR)	8.2	1.6	0.2							10.0
		8424	AEROSPACE RESCUE AN	19.2	17.9	33.1	29.6	20.0					119.8
		8448	BLEED AIR DUCT REPLA	5.9	0.5								6.3
		8455	INSTALLATION OF AN/AP	35.3	4.0	14.2	3.4						56.8
		8517	C-130 AVIONICS MODERN	2.3				111.4	156.7	247.4	425.3	2,298.9	3,242.0
		8520	NVIS	6.8	1.0	0.3							8.1
		8523	WC130J RADAR		21.0								21.0
		8526	ENHANCED TCAS (TCAS I	88.9	32.5	27.4	7.3	18.7					174.8
		8558	INSTALLATION OF 3 REC	0.5	0.0								0.5
		8561	SYNCHROPHASER WIRE	10.9	3.2	4.5	3.2						21.8
		8562	C-130 GENERATOR DISC	4.1	1.6								5.6
		8577	ALE-47 CHAFF AND FLAR	5.7	15.9	21.3							42.9
		8578	C-130 SYSTEMS/STRUCT				4.4	6.9	10.7	12.2	12.3	45.1	91.6
		8591	ALR-69 UPGRADE				6.2	10.1	11.2	11.6	11.8	1.6	52.5

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
		8626	C-130 SIMULATOR UPGR	14.5	14.3								28.8
		8629	LARGE AIRCRAFT INFRA		37.3	42.2	29.3	5.5	65.1				179.4
		8651	AAR-47 SENSOR UPGRA			7.2	5.1	4.8					17.1
		8677	HC-130P/N UNIVERSAL A						27.2	25.8	26.2	53.9	133.1
		8726	USM-464 TESTER MODIFI			6.3							6.3
		9119	ARC-222 RADIOS		3.1								3.1
		9120	AIRBORNE FIRE FIGHTIN	1.7	4.8								6.4
		9121	MC-130 AIR CONDITIONIN			2.8	1.8	7.0	7.8				19.4
		9122	APN-241 RADAR - AFSOC			5.7	2.2	4.3	0.6				12.8
		9123	AC-130 KILL CHAIN ARC-1					3.0					3.0
		9124	CENTER WING BOX, AFS						11.6	23.8	8.9		44.3
		9126	AC-130 LINK 16 GUNSHIP				11.7	24.0					35.7
		99999M	MISC SIMULATOR UPDAT				0.0	0.0	0.0	0.0	0.0	1.9	1.9
		99999S	SERVICE BULLETINS	0.4			0.0	0.0	0.0	0.0	0.0	1.9	2.3
		99999X	LOW COST MODIFICATIO	6.4	1.3		0.1	0.0	1.8	1.8	1.8	1.9	15.2
		DC101	FM IMMUNITY	8.4	0.1								8.6
		SCOUT	ANG SENIOR SCOUT		17.4	11.3	3.2	3.3	3.4	1.0	1.0		40.5
		Z88888	REPROGRAMMINGS	0.3	12.7	10.5							23.5
<b>TOTAL FOR CLASS P</b>				<b>764.3</b>	<b>218.9</b>	<b>216.6</b>	<b>109.5</b>	<b>262.0</b>	<b>329.6</b>	<b>360.8</b>	<b>524.1</b>	<b>2,435.9</b>	<b>5,221.8</b>
		8678	HC-130 SIMULATOR				0.8	36.1	0.4	2.2	2.6		42.1
<b>TOTAL FOR CLASS</b>				<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>36.1</b>	<b>0.4</b>	<b>2.2</b>	<b>2.6</b>	<b>0.0</b>	<b>42.1</b>
<b>TOTAL FOR AIRCRAFT C-130</b>				<b>764.3</b>	<b>218.9</b>	<b>216.6</b>	<b>110.4</b>	<b>298.2</b>	<b>331.3</b>	<b>364.0</b>	<b>528.0</b>	<b>2,437.8</b>	<b>5,269.6</b>

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-130J	P	_1377	BLOCK 5.4			9.8	25.4	7.4	0.7				43.2
		_1701	C-130J BLOCK 6.0 UPGRA				9.8	21.6	29.6	18.4	2.0		81.3
		_5222	BLOCK 8.0								17.0	154.9	172.0
		_6298	C-130J BLOCK 7.0 UPGRA						7.0	18.8	43.9	45.7	115.4
		99999X	LOW COST MODIFICATIO			2.0	1.7	1.9	1.9	2.0	2.0		11.5
<b>TOTAL FOR CLASS P</b>				0.0	0.0	11.8	36.9	30.9	39.2	39.2	64.9	200.7	423.4
<b>TOTAL FOR AIRCRAFT C-130J</b>				0.0	0.0	11.8	36.9	30.9	39.2	39.2	64.9	200.7	423.4

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-135	P-S	99999A	LOW COST SAFETY MODI	0.3	0.0	0.0	0.0	0.0	0.0				0.4
<b>TOTAL FOR CLASS P-S</b>				0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
	P	3009E	C-135 REENGINE	647.7	0.1	33.4							681.2
		3149F	FLIGHT DATA RECORDER	119.9	1.5								121.5
		8629	LARGE AIRCRAFT INFRA						50.3				50.3
		9709	GATM PHASE II	175.1	86.5	65.6	45.9	76.2	66.9	126.7	131.3	370.5	1,144.7
		9737	ELECTROMAGNETIC PUL	5.0	0.2								5.2
		9738	CONTROL COLUMN BREA			6.0	5.0	15.3	11.0				37.3
		9812	RADOME REPLACEMENT		3.4	3.5							6.9
		9813	AIRCRAFT LATRINE MODI		4.9								4.9
		99999X	LOW COST MODIFICATIO	10.3	0.5	1.0	1.0	0.6	0.5	0.0	0.0		13.9
		SIM135	SIMULATOR UPGRADE	56.8	1.3								58.1
		Z88888	REPROGRAMMINGS		0.1	3.0							3.1
<b>TOTAL FOR CLASS P</b>				1,014.9	98.6	112.5	51.9	92.1	128.6	126.7	131.3	370.5	2,127.2
		9814	BOWST			2.5							2.5
<b>TOTAL FOR CLASS</b>				0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	2.5
<b>TOTAL FOR AIRCRAFT C-135</b>				1,015.2	98.6	115.0	51.9	92.2	128.7	126.7	131.3	370.5	2,130.1

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-29	P	C2901	CFIN A/C ATCALs				16.0	3.7					19.7
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	16.0	3.7	0.0	0.0	0.0	0.0	19.7
<b>TOTAL FOR AIRCRAFT C-29</b>				0.0	0.0	0.0	16.0	3.7	0.0	0.0	0.0	0.0	19.7

Totals may not add due to rounding.



**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
E-3	P	3403	HF MESSENGER	2.8	1.2								4.0
		50001P	PDMA	16.8	3.6	2.4	0.5	4.9	1.9	1.5	1.6		33.3
		50001T	BLOCK 40/45 UPGRADE						74.0	138.7	118.0		330.8
		70001C	INTEGRATED BROADCASTS	16.7	1.4								18.1
		7266	RADAR SYSTEM IMPROV	492.3	21.9	17.9	2.9						535.0
		7267	NAVWAR/AVIONICS MOD						3.9	3.4	6.2		13.5
		7268	INTEGRATED DAMA GAT			2.4	6.5	24.0	27.3	5.5			65.7
		8662	AETC MTD UPGRADES-FI					0.1	0.5				0.6
		9707	RM&A MODS			28.8	26.1	28.6	38.6	37.2	47.6		206.9
		99999X	LOW COST MODIFICATIO			0.0	0.0	0.0	0.0				0.0
		Z88888	REPROGRAMMINGS		0.0	2.0							2.0
<b>TOTAL FOR CLASS P</b>				<b>528.7</b>	<b>28.1</b>	<b>53.5</b>	<b>36.0</b>	<b>57.6</b>	<b>146.3</b>	<b>186.3</b>	<b>173.4</b>	<b>0.0</b>	<b>1,209.9</b>
<b>TOTAL FOR AIRCRAFT E-3</b>				<b>528.7</b>	<b>28.1</b>	<b>53.5</b>	<b>36.0</b>	<b>57.6</b>	<b>146.3</b>	<b>186.3</b>	<b>173.4</b>	<b>0.0</b>	<b>1,209.9</b>

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
E-4	P	3410	NPES (NC2AIS) E-4B	2.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6		6.4
		3505	MODIFIED MINIATURE RE	28.2	4.7								32.9
		4381	E-4B NATIONAL AIRBORN			28.8	60.3	58.8	23.5				171.5
		4381B	E-4B NATIONAL AIRBORN						32.1	22.5			54.6
		4382	UHF SATCOM RADIO REP	1.4	1.5								2.9
		4383	MESSAGE PROCESSING	6.0	6.1		1.1						13.2
		4387	SENIOR LEADERS COMM	5.5	19.1	16.9	27.4	25.5	3.9				98.4
		4388	VHF/FM		1.3	0.8							2.2
		9709	GATM PHASE II			3.0	7.7	7.2	5.0				22.9
		99999S	SERVICE BULLETINS	27.7	8.5	4.7	2.8	1.1	2.0				46.9
		99999X	LOW COST MODIFICATIO	9.5	1.7	2.0	2.0	2.0	2.0				19.2
		Z88888	REPROGRAMMINGS	0.0	-4.4	0.9							-3.5
<b>TOTAL FOR CLASS P</b>				80.9	39.0	57.6	101.8	95.3	69.1	23.1	0.6	0.0	467.5
<b>TOTAL FOR AIRCRAFT E-4</b>				80.9	39.0	57.6	101.8	95.3	69.1	23.1	0.6	0.0	467.5

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
E-8C	P	38200	RELIABILITY, MAINTAINA	27.1	4.6	8.0	4.8	1.2	4.3	3.7	4.4		58.1
		38201	CRP (COMPUTER REPLA	144.7	19.8	15.0							179.5
		38202	CSACI (COMBINED SATC		2.6	9.6	39.4	11.0					62.6
		38203	KILL CHAIN ENHANCEME	3.5	1.0	1.7	1.1	3.9	4.6	6.1	6.5		28.5
		38205	JTRS INTEGRATION								5.6		5.6
		38206	JOINT STARS GATM					0.1	14.5	45.6	16.3		76.5
		Z88888	REPROGRAMMINGS	-2.0	-7.3	4.5							-4.8
<b>TOTAL FOR CLASS P</b>				173.3	20.7	38.9	45.3	16.2	23.4	55.4	32.7	0.0	405.9
<b>TOTAL FOR AIRCRAFT E-8C</b>				173.3	20.7	38.9	45.3	16.2	23.4	55.4	32.7	0.0	405.9

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
H-1	P-S	8751	TAIL BOOMS				2.7	5.7	10.3	9.4	9.4		37.4
		8752	TAIL BOOMS STRAKES				1.8						1.8
<b>TOTAL FOR CLASS P-S</b>				0.0	0.0	0.0	4.6	5.7	10.3	9.4	9.4	0.0	39.3
P		_2747	H-1 SEATS			2.1							2.1
		7241	NIGHT VISION INSTRUME					1.0	2.7				3.7
		99999X	LOW COST MODIFICATIO	1.3	0.5	1.1	2.0	2.0	2.0	2.0	2.0		12.9
		Z88888	REPROGRAMMINGS		0.0	0.1							0.1
<b>TOTAL FOR CLASS P</b>				1.3	0.5	3.3	2.0	3.0	4.7	2.0	2.0	0.0	18.8
<b>TOTAL FOR AIRCRAFT H-1</b>				1.3	0.5	3.3	6.6	8.7	15.0	11.4	11.4	0.0	58.0

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
HH-60	P	_1072	Dual Enginer Contingency P				3.4	3.2	3.8	3.8	2.2		16.4
		6590	INSTALLATION OF SELF P	20.7	9.3	3.9	1.0						34.9
		8258	FLIR	15.5		12.9	16.4	2.1					46.8
		8560	SERVICE LIFE EXTENSIO	3.3	0.0	1.9	11.4	2.5					19.1
		8563	LIGHTWEIGHT AIRBORNE			2.4							2.4
		99999X	LOW COST MODIFICATIO	0.6	0.0	0.1	0.2	0.4	0.0	0.0	0.1		1.4
		ARR	701C ENGINE AND GEAR	21.5			35.1	13.4	1.8				71.8
		T8415	UPGRADE COMMUNICATI	44.9	28.7	24.8	27.6	19.3	4.8	4.5	1.6		156.2
		Z88888	REPROGRAMMINGS			1.2							1.2
<b>TOTAL FOR CLASS P</b>				106.4	38.0	47.2	95.1	40.8	10.4	8.3	4.0	0.0	350.2
<b>TOTAL FOR AIRCRAFT HH-60</b>				106.4	38.0	47.2	95.1	40.8	10.4	8.3	4.0	0.0	350.2

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
OTHER	P	_9783	Link-16 Support and Sustain				6.6	3.0	2.7		9.5		21.7
		4501	EHF SATCOM					6.0	64.4	96.2	130.6	56.3	353.4
		8600	MISSILE LAUNCHER MOD	0.6	0.5	0.5							1.6
		8666	PRECISION ATTACK SYS	21.9	19.6	25.2	14.5	0.8	0.8	0.8	0.8		84.4
		8730	ROLL-ON BEYOND LINE-				15.7	18.3	52.8	29.6	24.8		141.1
		9860	JOINT TACTICAL RADIO S					69.8	283.4	375.4	440.0		1,168.5
		STNGR7	F-16 STING R7 POD UPG				13.6	15.7	5.1				34.4
		T8137	UHF SATCOM UPGRADE	120.4	30.4	33.4	27.0	2.1	0.9				214.2
		TC100	TRANSFORMATION COM						55.5	56.8	93.0	298.6	503.9
<b>TOTAL FOR CLASS P</b>				142.8	50.5	59.0	77.4	115.6	465.5	558.8	698.7	354.9	2,523.2
		14212B	SUPPORT EQUIPMENT U	0.3	0.1	0.1							0.4
		8727	MH-53 IFF APX-118			3.9							3.9
		8728	DEPOT MAINTENANCE (N		0.2	0.2	0.2	0.3	0.3	0.3	0.3		1.8
		99999A	LOW COST SAFETY MODI	0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.2		1.7
		99999J	MISCELLANEOUS LOW C	3.1	0.1	0.2	0.2	0.2					3.8
		99999X	LOW COST MODIFICATIO	4.8	0.0	0.0	0.0	0.0	0.0	0.1	0.1		5.0
		CMWS	COMMON MISSILE WARNI	0.0	0.0	0.0	0.2	0.2	0.3				0.8
		E900	E-9A TELEMETRY SYSTE			5.5	5.1	0.3	0.1	0.1	0.1		11.2
<b>TOTAL FOR CLASS</b>				8.4	0.6	10.1	6.0	1.2	0.9	0.7	0.7	0.0	28.6
<b>TOTAL FOR AIRCRAFT OTHER</b>				151.2	51.1	69.2	83.4	116.8	466.4	559.4	699.3	354.9	2,551.9

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	MOD <u>NR</u>	MODIFICATION <u>TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
PRDT	P	PRDLAS	PREDATOR LASER	14.8	9.9	0.1							24.8
		PRDT02	PREDATOR A/B MODIFIC			13.6	31.9	29.7	21.7	20.4	21.0		138.3
		Z88888	REPROGRAMMINGS		0.2	0.4							0.6
<b>TOTAL FOR CLASS P</b>				14.8	10.1	14.1	31.9	29.7	21.7	20.4	21.0	0.0	163.7
<b>TOTAL FOR AIRCRAFT PRDT</b>				14.8	10.1	14.1	31.9	29.7	21.7	20.4	21.0	0.0	163.7

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
CV-22	P	8791	BLOCK B UPGRADE						3.9	4.2	4.4		12.5
		99999X	LOW COST MODIFICATIO			0.3	0.3	1.9	0.4	0.4	0.4		3.6
		Z88888	REPROGRAMMINGS			0.0							0.0
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.3	0.3	1.9	4.3	4.6	4.8	0.0	16.1
<b>TOTAL FOR AIRCRAFT CV-22</b>				0.0	0.0	0.3	0.3	1.9	4.3	4.6	4.8	0.0	16.1

Totals may not add due to rounding.



**P-1M MODIFICATION REPORT - 05 PB**

02/13/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD</u> <u>NR</u>	<u>MODIFICATION</u> <u>TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST</u> <u>TO GO</u>	<u>TOTAL</u> <u>PROG</u>
CLASSI	P	1001	COMPASS CALL	51.5	37.6	16.4	20.9	16.9	15.1	18.1	18.4		195.0
<b>TOTAL FOR CLASS P</b>				51.5	37.6	16.4	20.9	16.9	15.1	18.1	18.4	0.0	195.0
<b>TOTAL FOR AIRCRAFT CLASSI</b>				51.5	37.6	16.4	20.9	16.9	15.1	18.1	18.4	0.0	195.0

Totals may not add due to rounding.

**P-1M MODIFICATION REPORT - 05 PB**

02/12/2004

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
DARP	P	3009R	REENGINE	549.4	52.7	17.8	9.3						629.1
		4263	RIVET JOINT	29.7	60.5	62.4	76.1	75.1	78.4	91.6	93.4		567.2
		4265	COMBAT SENT	8.1	8.6	8.4	8.5	8.8	9.0	9.2	9.4		69.9
		4493	U-2 POWER	47.7	12.5	8.7	7.4	4.0					80.3
		SCOUT	ANG SENIOR SCOUT	8.8	29.1								37.9
		Z88888	REPROGRAMMINGS	0.0	3.1	2.5							5.6
<b>TOTAL FOR CLASS P</b>				643.8	166.5	99.7	101.2	87.9	87.3	100.9	102.8	0.0	1,390.0
<b>TOTAL FOR AIRCRAFT DARP</b>				643.8	166.5	99.7	101.2	87.9	87.3	100.9	102.8	0.0	1,390.0

Totals may not add due to rounding.

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-2			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$91.690	\$122.340	\$96.002	\$52.215	\$206.817	\$283.653	\$69.523

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 FY05 is the Link 16/CID/IFR. Specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG
P	110024	ALTERNATE HIGH FREQUEN		7.0	7.8	11.7	8.1	9.5	9.1	15.1	158.0
	110025	MK82 JDAM / SMART BOMB R	14.3	14.9	9.3	1.3					72.4
	110028	F118 DIGITAL ELECTRONIC C	4.0	4.6	2.3	1.1					19.0
	110030	AFT DECK CRACKS		26.9	6.1	0.0	0.0				66.0
	110031	MAINTENANCE TRAINER SYS	6.6	13.1							19.7
	110032	LINK 16/CID/IFR	32.7	49.8	44.9	21.8	11.4	4.3			330.2
	110033	RADAR SYSTEM MODIFICATI					184.8	262.2	50.2		497.1
	110035	SUPPORTABILITY MODS			14.3	4.3					18.6
	110037	ALTERNATE DOOR EDGE TR						6.3	8.6		27.2
	110038	WINDSHIELD TAPE ALTERNA	6.8								6.8
	99999U	LOW COST RETROFIT MODS	1.2	1.2	1.6	3.0	1.2	0.1	0.3		11.5
	99999X	LOW COST MODIFICATIONS	2.9	1.9	2.0	3.9	1.4	1.3	1.3		20.1
	T8137	UHF SATCOM UPGRADE	23.1		7.7	5.1					106.7
	Z88888	REPROGRAMMINGS	0.0	2.9							2.9
<b>TOTAL FOR CLASS P</b>			91.7	122.3	96.0	52.2	206.8	283.7	69.5	15.1	1,356.2
<b>TOTAL FOR WEAPON SYSTEM B-2</b>			91.7	122.3	96.0	52.2	206.8	283.7	69.5	15.1	1,356.2

Totals may not add due to rounding.

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: ALTERNATE HIGH FREQUENCY MATERIAL PROGRAM (AHFMP) MN-110024

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

**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 will reach the field in 2004 and the last aircraft will receive the new material in 2011.

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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		25.982										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	6	16.563			2	2.301	2	2.528	3	4.069	2	2.810
EQUIP NONREC												
CHANGE ORDERS		5.130										
DATA						0.145						
SIM/TRAINER												
SUPPORT-EQUIP						1.480						
MOD OF SPARES									2.282			
SOFTWARE NONREC						0.476						
OGC												

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-99		6 KITS										
FY-04	2	12.580	[2]		[1]							
FY-05					[1]	2.600	[2]	5.249				
FY-06									[2]	5.359		
FY-07											[2]	5.278
FY-08												
FY-09												
FY-10												
TOTAL INSTALL	2	12.580	2		2	2.600	2	5.249	2	5.359	2	5.278
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	6	34.273			2	7.002	2	7.777	3	11.710	2	8.088
INSTALLATION QTY	2		2		2		2		2		2	

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								25.982
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	2	2.021	2	3.326	1	1.759	20	35.377
EQUIP NONREC								
CHANGE ORDERS								5.130
DATA								0.145
SIM/TRAINER								
SUPPORT-EQUIP								1.480
MOD OF SPARES						2.942		5.224
SOFTWARE NONREC								0.476
OGC						1.413		1.413
INSTALLATION OF HARDWARE								
FY-99 6 KITS							[5]	12.580
FY-04 2 KITS							[3]	7.849
FY-05 2 KITS							[2]	5.359
FY-06 3 KITS	[1]	2.495					[3]	7.773
FY-07 2 KITS	[2]	4.989					[2]	4.989
FY-08 2 KITS			[2]	5.806			[2]	5.806
FY-09 2 KITS					[2]	5.845	[2]	5.845
FY-10 1 KITS					[1]	3.176	[1]	3.176
TOTAL INSTALL	3	7.484	2	5.806	3	9.021	20	53.377
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	2	9.505	2	9.132	1	15.135	20	102.622
INSTALLATION QTY	3		2		3		20	

Method of Implementation: DEPOT

Initial Lead Time: 11 Months

Follow-On Lead Time: 11 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)			04/01					05/04	03/05	01/06	11/06	02/08	12/08	03/10
Delivery Date (Month/CY)			03/02					04/05	02/06	12/06	10/07	01/09	11/09	02/11

**Installation Schedule**

		<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
Quarter	1	2	3	4	1	2	3	4	1	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	1	2	3	4	1	2	3	4	1	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	1		1		1		1		
Output		1		1		1	1		1		1	1		1	1		1	1		1	1		1	1		1	1		1		1		

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: MK82 JDAM / SMART BOMB RACK ASSEMBLY MN-110025

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

**Description/Justification**

This effort modifies existing Bomb Rack Assemblies (BRA) to the Smart BRA configuration by adding MIL STD 1760 wiring and a Smart Bomb Rack Controller. B-2 integration of the MK-82 JDAM on the SBRA will provide an all weather capability to deliver up to 80 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 several 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 SBRA's depending upon mission requirements. The production costs concurrent with EMD flight test are to support the lead times of hardware kits. There is low risk associated with this procurement since the flight test is primarily focusing 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 will be modified during the production effort.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		123.300		26.600								
PROCUREMENT (3010)												
INSTALL KITS			12	10.468	22	13.643	11	7.779				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[1]	0.851								
SUPPORT-EQUIP												
OGC				2.958								
INSTALLATION OF HARDWARE												
FY-03			12	KITS								
FY-04			22	KITS	[13]	1.207						
FY-05			11	KITS			[24]	1.476	[8]	1.298		
TOTAL INSTALL					13	1.207	24	1.476	8	1.298		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			12	14.277	22	14.850	11	9.255		1.298		
INSTALLATION QTY					13		24		8			



**(Continued)**

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								149.900
PROCUREMENT (3010)								
INSTALL KITS							45	31.890
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[1]	0.851
SUPPORT-EQUIP								
OGC								2.958
INSTALLATION OF HARDWARE								
FY-03		12 KITS						
FY-04		22 KITS					[13]	1.207
FY-05		11 KITS					[32]	2.774
TOTAL INSTALL							45	3.981
TOTAL COST (BP-1100)							45	39.680
(Totals may not add due to rounding)								
INSTALLATION QTY							45	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 11 Months

Follow-On Lead Time: 10 Months

**Milestones**

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

**Installation Schedule**

Quarter	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
	1	2	3	4	1	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	5	6	6	6	6	6	6	5	3	
Output																	6	5	6	6	6	6	6	5	5			

02/13/2004  
 FY 2005 PB  
 Modification Title and No: F118 DIGITAL ELECTRONIC CONTROL (DEC) MN-110028

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

**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.

Aircraft Breakdown: Active 120, Reserve 0, ANG 0, Total 120

**Development Status**

Development done under engine Component Improvement Program (CIP).

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				4.573								
PROCUREMENT (3010)												
INSTALL KITS			42	2.196	36	1.881	30	1.881	12	0.753		
KITS NONRECUR EQUIPMENT												
EQUIP NONREC CHANGE ORDERS												
DATA				0.980		1.481						
SIM/TRAINER												
SUPPORT-EQUIP				0.864		0.850						
OGC						0.400		0.453		0.373		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			42	4.040	36	4.612	30	2.334	12	1.126		

**(Continued)**

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								4.573
PROCUREMENT (3010)								
INSTALL KITS							120	6.711
KITS NONRECUR EQUIPMENT								
EQUIP NONREC CHANGE ORDERS								
DATA								2.461
SIM/TRAINER								
SUPPORT-EQUIP								1.714
OGC								1.226
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							120	12.112

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 5 Months

Follow-On Lead Time: 22 Months

**Milestones**

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

02/13/2004  
 FY 2005 PB  
 Modification Title and No: AFT DECK CRACKS MN-110030

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

**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 15 December 2003, there were 21 B-2s with one or more cracks, for a total of 455 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). The FY04 3600 Congressional plus-up funds are being used to conduct a root-cause analysis to evaluate the entire aft deck, develop long-term solution options, and upgrade the force management system. The analysis began 25 March 2003 and will be completed 30 November 2004. Final determination will be the causes of the aft deck cracks and will lead to a long-term solution. 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 aft deck bays, each of which requires a unique IML patch kit. The 3010 funds will be used to fully fund the production of 149 of the 168 required kits. Nineteen kits were funded with the 3600 funding for design and test purposes. Air Force personnel at Whiteman AFB will install the kits. The schedule is driven by the availability of the aircraft and the severity of the cracks. Ongoing monitoring of the situation may alter the order of installation. 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 20, Reserve 0, ANG 0, Total 20

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				8.998		2.676						
PROCUREMENT (3010)												
INSTALL KITS					149	26.899						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP							[3]	6.115				
OTHER												
OGC												
INSTALLATION OF HARDWARE												
FY-04 149 KITS					[13]	0.000	[48]	0.000	[48]	0.000	[40]	0.000
TOTAL INSTALL					13		48		48		40	
TOTAL COST (BP-1100)					149	26.899		6.115				
(Totals may not add due to rounding)												
INSTALLATION QTY					13		48		48		40	

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								11.674
PROCUREMENT (3010)							149	26.899
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP							[3]	6.115
OTHER								
OGC								
INSTALLATION OF HARDWARE								
FY-04		149 KITS					[149]	
TOTAL INSTALL							149	
TOTAL COST (BP-1100)							149	33.014
(Totals may not add due to rounding)								
INSTALLATION QTY							149	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 1 Months

Follow-On Lead Time: 6 Months

**Milestones**

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)			11/03	10/04
Delivery Date (Month/CY)			12/03	04/05

**Installation Schedule**

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
	1	2	3	4	1	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	4	12	12	12	12	12	12	12	12	12	12	12	12	4				
Output									1	8	3	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	2

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: MAINTENANCE TRAINER SYSTEM UPGRADE MN-110031

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

**Description/Justification**

This effort modifies the B-2 Maintenance Training System (MTS) to meet the threshold training requirements specified in the B-2 Operational Requirements Document (ORD). The Maintenance Training System (MTS) is composed of four Cockpit Procedures Trainers (CPTs), one Weapons Loading Trainer (WLT), five training suites - each with one Computerized Maintenance Training System (CMTS) and six Weapons Systems Training Aids (WSTAs), one Crew Escape System Maintenance Trainer (CESMT), one Flight Control System Maintenance Trainer (FCSMT), and a Technical Library (TL). The FY03 funding (1) updates the WLT to concurrency with the aircraft's Integrated Functional Capability (IFC) as of Operational Flight Program (OFP) P1.7, which includes GBU-28, Joint Air-to-Surface Standoff Missile (JASSM), and Joint Direct-Attack Munition (JDAM)-82/Smart Bomb Rack Assembly (SBRA) and (2) updates the MTS Defense Management and Weapons Delivery Systems up to IFC P3.0. The FY04 funding provides (1) hardware, software, and courseware to update the MTS to SATCOM IFC P3.x, (2) software and courseware to add training for Multi-purpose Display Unit Avionics Information (MDU AVIN) Level 4 IFC P3.x, (3) software and courseware updates for some subsystems for IFC P3.x, (4) software and courseware updates for any Technical Order changes for Propulsion (PRP), Hydraulics (HYD), Multi-purpose Display Unit (MDU), Flight Management Subsystem (FMS), and Software Training Interface (STI) since December 2002, and (5) a demonstration of updates to Radar Scope Interpretation (RSI) training capability. The end result of these efforts will be a B-2 MTS, which is functionally concurrent with the weapon system and will satisfy all ORD requirements for operational training.

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

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[46]	6.600	[46]	13.134						
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				6.600		13.134						
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[92]	19.734
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								19.734
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 28 Months

Follow-On Lead Time: 24 Months

**Milestones**

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

**Installation Schedule**

	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
Quarter	1	2	3	4	1	2	3	4	1	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	1	2	3	4	1	2	3	4	1	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																																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: LINK 16/CID/IFR MN-110032

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

**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 to display Link 16 information and other data, and the capability for the aircrew to replan missions segments in-flight based on target and threat changes. Link 16 is a DOD standardized Tactical Digital Information Link - J (TADIL-J) that is secure and anti-jam. 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 GFP Link 16 (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, and ground-based mission planning system will be upgraded. New aircraft software, as well as upgrades to the existing software will be incorporated. One kit will be purchased with EMD funds to accomplish development testing and evaluation (DT&E). Training system impact includes required upgrading to computational processing capacity. Limitations to the current computer system processing capacity prohibit incorporating Link-16/CID/IFR functionality into the training system. Three Training Devices (2 Aircrew and 1 Maintenance) plus computer rehost and Link 16 non-recurring will be delivered with FY03 funds. The two-aircrew devices will include a computational system replacement for the in-plant Mission trainer and Link 16 production concept mock-up. The third device, Maintenance Training Link 16 production mock-up device, will also be delivered with FY03 funds. With FY04 funds one Weapon System Trainer (WST) will be rehosted, the in-plant, Aircrew Training System (ATS) mockup will be brought to full Link 16/CID/IFR capability and the in-plant Maintenance Training System (MTS) will be modified to incorporate the Link 16/CID/IFR hardware and functionality. The FY05 funding supports the deployment/ implementation of the rehosted ATS and MTS systems, implementation of Link 16/CID/IFR hardware and functionality in the three WSTs, four Cockpit Procedures Trainers (CPTs), five Computerized Maintenance Training Systems (CMTS), and 30 Weapon System Training Aids (WSTA). Other Government Cost (OGC) Funding includes proposal preparation in FY03 and Link 16 MIDS terminal support in FY05-FY07. The modification kits will be delivered 30 days before the modification of each aircraft begins. The FY03/FY04 overlap of RDT&E and production funding is necessary in order to start the trainer computational upgrades so they can complete in time to meet fielding requirements. The risk is acceptable because the trainer computational upgrade is ground based general-purpose computers and not dependent on aircraft hardware or software configuration. There are various aircrew and maintenance trainers to be modified. Cost to modify is based on type of trainer.

The first 3 production kits will be EMD test strings retrofitted to a production representative kit and installed with 3010 funds. In FY05 the production funding will be transferred to the Tactical Data Link (TDL) Program Element Code (PEC), PE 27446F.

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

**Development Status**

EMD began in FY00. FY04 funding supports flight test costs (both Air Force and contractor).

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		142.500		32.778		14.871		0.000				
PROCUREMENT (3010)												
INSTALL KITS					6	21.667	11	27.065				
KITS NONRECUR					3	6.857						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				1.000								
SIM/TRAINER			[3]	30.803	[69]	21.000	[40]	12.000				
SUPPORT-EQUIP				0.200								
OGC				0.720		0.280		3.860		3.100		0.500
PMA												
OTHER												



**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-04		9 KITS					[2]	2.004		[7]	14.565	
FY-05		11 KITS								[2]	4.162	[9]
TOTAL INSTALL							2	2.004		9	18.727	10.895
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				32.723	9	49.804	11	44.929		21.827		11.395
INSTALLATION QTY							2			9		9

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								190.149
PROCUREMENT (3010)								
INSTALL KITS							17	48.732
KITS NONRECUR							3	6.857
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.000
SIM/TRAINER							[112]	63.803
SUPPORT-EQUIP								0.200
OGC		4.295						12.755
PMA								
OTHER								
INSTALLATION OF HARDWARE								
FY-04 9 KITS							[9]	16.569
FY-05 11 KITS							[11]	15.057
TOTAL INSTALL							20	31.626
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		4.295					20	164.973
INSTALLATION QTY							20	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 19 Months

Follow-On Lead Time: 19 Months

**Milestones**

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)						06/04	01/05	02/06
Delivery Date (Month/CY)						01/06	08/06	09/07

**Installation Schedule**

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	1	2	3	4	1	2	3	4	1	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	1	2	3	4	1	2	3	4																								
Input	4	3	2																													
Output	3	4	1		1	1																										

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: SUPPORTABILITY MODS MN-110035

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F Team POWER

**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 is required. Based on historical data, MS-182 (thick tape) is not prone to cracking and tenting. Replacement of MSA-936 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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							10.824		4.291			
KITS NONRECUR							1.540					
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA							1.909					
SIM/TRAINER												
SUPPORT-EQUIP												

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							14.273		4.291			
INSTALLATION QTY												

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								15.115
KITS NONRECUR								1.540
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.909
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								18.564
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**Installation Schedule**

		<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
Quarter	1	2	3	4	1	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	1	<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>				<u>FY-13</u>				<u>FY-14</u>				<u>FY-15</u>				<u>FY-16</u>							
Input																																	
Output																																	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: WINDSHIELD TAPE ALTERNATIVE (WTA) MN-110038

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-2                      Class P

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F              Team POWER

**Description/Justification**

The current tape around the exterior of the windshield rapidly deteriorates from vibration and cabin pressurization cycles. This modification will replace problematic materials and improve the hardware interface between the tape, conductive caulk, and MAGRAM (magnetic radar absorbing material) to the aircraft structure. The design goal of this initiative is to reduce inspections and maintenance of the windshield tape system by 400%, which will improve Mission Capable Rate (MCR) by 1.75%, reduce O&S costs by \$24.4M, and save 25,000 manhours per year. In addition, the modification will reduce in-flight aircraft signature impacts due to tape failures. Modification installations/kits fully funded with FY03 Congressional Plus-up Funds.

The new Windshield Tape Alternative (WTA) design failed during durability flight testing in Jan 2003. The program has been replanned and will require development of a new design solution, which will be flight tested.

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

**Development Status**

Funded with FY00 Plus-Up Funds (3600)

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS				6.800								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				6.800								
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								6.800
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								6.800
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**Installation Schedule**

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: LOW COST RETROFIT MODS MN-99999U

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

**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. LPT Stage 1 Blade Retainer redesigns current part to increase life to meet one schedule depot visit. 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. Compressor VSV Clamp Improvement will reduce tubing failures causing fuel leaks. Oil Pump A-Sump Gasket Change will prevent oil leaks from gasket failures. This program will also include other low cost initiatives required.

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

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		2.788		1.231		1.228		1.596		2.983		1.175
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.035										
OGC												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		2.823		1.231		1.228		1.596		2.983		1.175
(Totals may not add due to rounding)												
INSTALLATION QTY												



	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		0.115		0.315				11.431
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.035
OGC								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		0.115		0.315				11.466
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**Installation Schedule**

	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter																																
Input																																
Output																																
Quarter																																
Input																																
Output																																

02/13/2004  
 FY 2005 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

**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: Turbine Engine Frame Kits, Spinner Reflector Assembly, Cargo Tie Down Brackets, Landing Gear Conduit, and Fuel Tubes. The funds will be used to cover other low cost aircraft mods as they are identified.

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

**Development Status**

As required.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		5.575		2.920		1.868		1.975		3.866		1.362
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGP II												
FOT&E												
AWATING BTR												
OGC												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		5.575		2.920		1.868		1.975		3.866		1.362
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		1.283		1.297				20.146
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGP II								
FOT&E								
AWATING BTR								
OGC								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		1.283		1.297				20.146
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**Installation Schedule**

		<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																
Output																
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																
Output																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: UHF SATCOM UPGRADE MN-T8137

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F Team POWER

**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.

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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		114.108		4.077		0.105						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR		2.630										
EQUIPMENT	12	34.511	8	13.213								
EQUIP NONREC		0.477										
CHANGE ORDERS												
DATA												
SIM/TRAINER	2	6.794	[1]	6.000								
SUPPORT-EQUIP		0.750	[10]	3.250								
OGC		3.092		0.636								
INSTALLATION OF HARDWARE												
FY-01	4		KITS									
FY-02	8		KITS				[8]	6.240				
FY-03	8		KITS				[2]	1.508	[6]	5.114		
TOTAL INSTALL							10	7.748	6	5.114		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	12	48.254	8	23.099				7.748		5.114		
INSTALLATION QTY							10		6			

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								118.290
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR							20	2.630
EQUIPMENT								47.724
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]	6.240
FY-03	8	KITS					[8]	6.622
TOTAL INSTALL							16	12.862
TOTAL COST (BP-1100)							20	84.215
(Totals may not add due to rounding)								
INSTALLATION QTY							16	

Method of Implementation: COMBINATION

Initial Lead Time: 21 Months

Follow-On Lead Time: 21 Months

**Milestones**

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

**Installation Schedule**

Quarter	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
	1	2	3	4	1	2	3	4	1	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	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	2	4	3	1	3	2	1		2	3	4																					
Output	4	3	2		2	3			1	1																						

**THIS PAGE INTENTIONALLY LEFT BLANK**

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-1			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$101.445	\$102.953	\$8.825	\$31.267	\$75.184	\$95.053	\$40.766

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 FY05 is the continuation of the Avionics Computer effort. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	_2134	Integrated Data Acquisition Reco	3.1								3.1
	_3944	ALQ-161A PREPROCESSORE				8.1	12.3	14.6			35.0
	_9035	ALQ-161A Waveform Generator					9.8	11.1	2.5	20.7	80.0
	_9766	ALQ-161A Advanced Tracker U					9.3	5.8			18.0
	4252	AVIONICS COMPUTERS	45.0	32.3	5.9						201.8
	4280	FULLY INTEGRATED DATA LI					6.5	4.4	3.9	8.4	60.7
	4282	B-1 INTEGRATED DATALINK T					21.8	12.5	12.9	84.3	510.4
	4284	CITS UPGRADE					5.4	17.2	3.6	1.3	46.6
	5013	RF TOWED DECOY SYSTEMS	4.2	2.8							130.6
	5047	SIMULATOR UPDATES		0.3	0.4						38.5
	5048	WIND CORRECTED MUNITIO	7.8	25.2		3.9					42.1
	6039	F101 DIGITAL ENGINE CONTR	8.6	5.9							37.6
	7242	AN/ALQ-161A BAND 8 RF SOU				12.3	10.0	7.3			52.5
	8411	RADAR IMPROVEMENT UPGR						21.8	11.3	142.7	811.5
	8421	LINK 16	13.0								41.4
	8495	AN/ALQ-161A DIRECTION FIN	0.9								6.2
	8525	AN/ALQ-161A JAMMER ALLOC			0.5	0.5					1.3

Totals may not add due to rounding.

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

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-1			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$101.445	\$102.953	\$8.825	\$31.267	\$75.184	\$95.053	\$40.766

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 FY05 is the continuation of the Avionics Computer effort. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
	8970	AN/ALQ-161A TAIL WARNING		9.4	1.6						17.9
	8971	VERTICAL SITUATION DISPLA							6.2	35.4	146.6
	8972	AUTOMATIC TEST EQUIPMEN	8.8	5.9	0.3						29.5
	8973	LOWER RUDDER HYDRAULIC	0.3	0.4							2.0
	8974	THREAT SITUATIONAL AWAR				6.0					17.0
	99999X	LOW COST MODIFICATIONS	2.0	0.2	0.1	0.1	0.1	0.1	0.1		6.8
	Z88888	REPROGRAMMINGS	7.9	3.5							12.0
<b>TOTAL FOR CLASS P</b>			101.7	86.0	8.9	30.8	75.1	94.9	40.5	292.7	2,349.1
	4408	CONGRESSIONALLY DIRECT		17.1							17.1
	5819	ENGINE UPGRADE		0.1	0.1	0.1	0.1	0.1	0.1		0.6
	5820	COMMUNICATION UPGRADE		0.1	0.1	0.1	0.1	0.1	0.1		0.6
	5821	DEFENSE AVIONICS UPGRA		0.1	0.1	0.1	0.1	0.1	0.1		0.6
	5822	WEAPONS UPGRADE		0.1	0.1	0.1	0.1	0.1	0.1		0.6
	7152	AVIONICS UPGRADE		0.1	0.1	0.1	0.1	0.1	0.1		0.6
<b>TOTAL FOR CLASS</b>			0.0	17.6	0.5	0.5	0.5	0.5	0.5	0.0	20.1
<b>TOTAL FOR WEAPON SYSTEM B-1</b>			101.7	103.6	9.4	31.3	75.6	95.4	41.0	292.7	2,369.2

Totals may not add due to rounding.

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



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-1 Class P

Modification Title and No: Integrated Data Acquisition Recorder System (IDARS) MN\_2134

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

**Description/Justification**

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

Aircraft Breakdown: Active 60, Reserve 0, ANG 0, Total 60

**Development Status**

Development began in FY03

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			60	3.120								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			60	3.120								

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							60	3.120
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						60	3.120
(Totals may not add due to rounding)							60	3.120

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 10 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/13/2004  
 FY 2005 PB  
 Modification Title and No: AVIONICS COMPUTERS MN-4252

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

**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 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 60 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.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0, Total 60

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		237.039		10.023								
PROCUREMENT (3010)												
INSTALL KITS	16	2.607	28	3.200	16	1.760						
KITS NONRECUR												
EQUIPMENT	16	13.314	[28]	22.126	[16]	9.484						
EQUIP NONREC		1.323										
CHANGE ORDERS				1.163		2.030		0.330				
DATA		0.052										
SIM/TRAINER	5	1.416										
SUPPORT-EQUIP		0.111		0.700								
OGC				3.902		4.450		2.439				
DMS (Diminished Manufacturing Sources)		6.337		11.172								
INSTALLATION OF HARDWARE												
FY-00 6 KITS	3	2.093	[3]	1.661								
FY-02 10 KITS			[2]	1.108	[8]	2.375						
FY-03 28 KITS					[21]	12.216	[7]	0.965				
FY-04 16 KITS							[16]	2.205				
TOTAL INSTALL	3	2.093	5	2.769	29	14.591	23	3.170				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	16	27.253	28	45.032	16	32.315		5.939				
INSTALLATION QTY	3		5		29		23					

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								247.062
PROCUREMENT (3010)								
INSTALL KITS							60	7.567
KITS NONRECUR								
EQUIPMENT							[60]	44.924
EQUIP NONREC								1.323
CHANGE ORDERS								3.523
DATA								0.052
SIM/TRAINER							[5]	1.416
SUPPORT-EQUIP								0.811
OGC								10.791
DMS (Diminished Manufacturing Sources)								17.509
INSTALLATION OF HARDWARE								
FY-00	6	KITS					[6]	3.754
FY-02	10	KITS					[10]	3.483
FY-03	28	KITS					[28]	13.181
FY-04	16	KITS					[16]	2.205
TOTAL INSTALL							60	22.623
TOTAL COST (BP-1100)							60	110.539
(Totals may not add due to rounding)								
INSTALLATION QTY							60	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 17 Months

Follow-On Lead Time: 17 Months

**Milestones**

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
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**

	Quarter	<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>			
		1	2	3	4	1	2	3	4	1	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																																	
Input																																	
Output																																	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: CONGRESSIONALLY DIRECTED B-1 MODIFICATIONS MN-4408

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-1 Class

Models of Aircraft Affected:

Center:

PE

Team

**Description/Justification**

Modifications required for B-1 aircraft returned to service

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

Development Complete

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT						17.100						
TOTAL COST (BP-1100)						17.100						
(Totals may not add due to rounding)												

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								17.100
TOTAL COST (BP-1100)								17.100
(Totals may not add due to rounding)								17.100

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: RF TOWED DECOY SYSTEMS ALE-50 MN-5013

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

**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. Funding does not include decoy rounds. FY96 funds were congressionally reprogrammed for program acceleration. In keeping with congressional intent, these kits were installed with FY96 funds. FY97 funds are for the kit proof kit, which was awarded before the FY96 acceleration. P3I program allows installation of improved launchers & controls beginning in FY01 and retrofit of 24 fielded aircraft. Group A for the 69th kit comes from contract equitable adjustment. The 70th kit was procured with 3600 funds in support of Defensive System Upgrade Program (DSUP) EMD. Four kits were procured with FY99 3017 Supplemental funds (documented in this mod), but will be installed with 3010 BP11 funds. Prior to FY99, program funded within PE 0207442F. Group A kit procurement in FY02 required to modify aircraft scheduled to be retained in the active B-1 fleet. The Group B required to fill the last 12 aircraft will be removed from previously modified aircraft that will be placed in long term storage. Total Group A Kits procured was 79, only 77 were installed-2 kit installations were deferred due to B-1 consolidation decision. The 77 installations are derived from 60 Group A kits used to support the Active Fleet, 6 to support those in ready-storage and 11 that were previously installed.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0, Total 60

**Development Status**

Complete.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		29.715										
PROCUREMENT (3010)												
INSTALL KITS	79	47.263				0.498						
KITS NONRECUR		5.863										
EQUIPMENT	84	43.984										
EQUIP NONREC												
CHANGE ORDERS		0.961		0.072		0.674						
DATA		0.394										
SIM/TRAINER												
SUPPORT-EQUIP		1.014										
CONT LIAB		0.509										
OGC		8.379		0.002								
GFP		0.409										
FLIGHT TEST		0.535										

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-96	11	1.901										
FY-97	1	0.197										
FY-98	12	2.155										
FY-99	23	4.602										
FY-00	16	3.507	[3]	1.495								
FY-01	1	0.412	[5]	2.492	[5]	1.611						
TOTAL INSTALL	64	12.774	8	3.987	5	1.611						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	79	122.085		4.061		2.783						
INSTALLATION QTY	64		8		5							



(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								29.715
PROCUREMENT (3010)								
INSTALL KITS							79	47.761
KITS NONRECUR								5.863
EQUIPMENT							[84]	43.984
EQUIP NONREC								
CHANGE ORDERS								1.707
DATA								0.394
SIM/TRAINER								
SUPPORT-EQUIP								1.014
CONT LIAB								0.509
OGC								8.381
GFP								0.409
FLIGHT TEST								0.535
INSTALLATION OF HARDWARE								
FY-96	11	KITS					[11]	1.901
FY-97	1	KITS					[1]	0.197
FY-98	12	KITS					[12]	2.155
FY-99	23	KITS					[23]	4.602
FY-00	19	KITS					[19]	5.002
FY-01	13	KITS					[11]	4.515
TOTAL INSTALL							77	18.372
TOTAL COST (BP-1100)							79	128.929
(Totals may not add due to rounding)								
INSTALLATION QTY							77	

Method of Implementation: DEPOT

Initial Lead Time: 16 Months

Follow-On Lead Time: 16 Months

Milestones

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
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	

**Installation Schedule**

		<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input										1		4	3			5	3	4	3	4	6	2	4	6	4	4	4	4	4	4	3		
Output											1		4	2	1		1	3	5	4	2	4	5	6	4	6	5	5					
Quarter	1	2	3	4	1	2	3	4	1	2	3	4																					
Input	3	1	1	3	1	0	2	2	0	0	0	0																					
Output	3	3	3	1	2	2	1	0	2	2	0	0																					

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: WIND CORRECTED MUNITIONS DISPENSER MN-5048

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

**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.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0, Total 60

**Development Status**

EMD started in FY96 and completed in FY03.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		75.439										
PROCUREMENT (3010)												
INSTALL KITS	3	1.835	[9]	4.025	[26]	12.771						
KITS NONRECUR EQUIPMENT	3	2.516	9	3.823	26	12.392						
EQUIP NONREC CHANGE ORDERS										0.334		
DATA		0.176										
SIM/TRAINER SUPPORT-EQUIP												
OGC		0.008										
GFE												
INSTALLATION OF HARDWARE												
FY-00 3 KITS	3	0.368										
FY-03 9 KITS									[9]	0.905		
FY-04 26 KITS									[26]	2.613		
TOTAL INSTALL	3	0.368							35	3.518		
TOTAL COST (BP-1100) (Totals may not add due to rounding)	3	4.903	9	7.848	26	25.163				3.852		
INSTALLATION QTY	3								35			

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								75.439
PROCUREMENT (3010)								
INSTALL KITS							[38]	18.631
KITS NONRECUR								
EQUIPMENT							38	18.731
EQUIP NONREC								
CHANGE ORDERS								0.334
DATA								0.176
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.008
GFE								
INSTALLATION OF HARDWARE								
FY-00		3 KITS					[3]	0.368
FY-03		9 KITS					[9]	0.905
FY-04		26 KITS					[26]	2.613
TOTAL INSTALL							38	3.886
TOTAL COST (BP-1100)							38	41.766
(Totals may not add due to rounding)								
INSTALLATION QTY							38	

Method of Implementation: DEPOT

Initial Lead Time: 16 Months

Follow-On Lead Time: 20 Months

**Milestones**

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

**Installation Schedule**

	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter																																
Input																																
Output																																
Quarter																																
Input																	8	14	13													
Output																	3	11	11	10												

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: F101 DIGITAL ENGINE CONTROL (DEC) MN-6039

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0101126F

Team POWER

**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. The modifies the entire B-1 engine pool of 435 engines remaining after fleet consolidation.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0, Total 60

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	152	7.563	167	8.172	116	5.790						
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.106										
SIM/TRAINER												
SUPPORT-EQUIP				0.350								
SOFTWARE												
OGC		0.010		0.010		0.010						
<b>TOTAL COST (BP-1100)</b>												
(Totals may not add due to rounding)	152	8.679	167	8.532	116	5.800						

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							435	21.525
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.106
SIM/TRAINER								
SUPPORT-EQUIP								0.350
SOFTWARE								
OGC								0.030
TOTAL COST (BP-1100)							435	23.011
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	06/01	11/01	11/02	11/03	11/04	11/05
Delivery Date (Month/CY)	06/02	11/02	11/03	11/04	11/05	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: LINK 16 MN-8421

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F Team POWER

**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 maintenance 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 60, Reserve 0, ANG 0, Total 60

**Development Status**

Complete.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	5	0.546	9	2.597								
KITS NONRECUR		1.831		1.193								
EQUIPMENT	5	6.506	[3]	6.710								
EQUIP NONREC		2.642		0.238								
CHANGE ORDERS												
DATA		0.800		1.876								
SIM/TRAINER												
SUPPORT-EQUIP		0.025		0.041								
ICS		0.550		0.328								
OTHER		2.860										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	5	15.760	9	12.983								

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							14	3.143
KITS NONRECUR								3.024
EQUIPMENT							[8]	13.216
EQUIP NONREC								2.880
CHANGE ORDERS								
DATA								2.676
SIM/TRAINER								
SUPPORT-EQUIP								0.066
ICS								0.878
OTHER								2.860
TOTAL COST (BP-1100)							14	28.743
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 21 Months

Follow-On Lead Time: 18 Months

Milestones

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



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: AN/ALQ-161A TAIL WARNING FUNCTION MN-8970

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

**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 60, Reserve 0, ANG 0, Total 60

**Development Status**

Complete

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.600		0.447								
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					60	4.634						
EQUIP NONREC												
CHANGE ORDERS						0.200						
DATA						0.600						
SIM/TRAINER					[29]	0.200						
SUPPORT-EQUIP						0.900		0.400				
MOD OF SPARES						2.507						
OGC						0.350						
INITIAL SPARES (WCF												
REIMBURSEMENTS)												
INSTALLATION OF HARDWARE												
FY-04           60 KITS							[60]	1.154				
TOTAL INSTALL							60	1.154				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					60	9.391		1.554				
INSTALLATION QTY							60					

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

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								2.047
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							60	4.634
EQUIP NONREC								
CHANGE ORDERS								0.200
DATA								0.600
SIM/TRAINER							[29]	0.200
SUPPORT-EQUIP								1.300
MOD OF SPARES								2.507
OGC								0.350
INITIAL SPARES (WCF								
REIMBURSEMENTS)								
INSTALLATION OF HARDWARE								
FY-04           60 KITS							[60]	1.154
TOTAL INSTALL							60	1.154
TOTAL COST (BP-1100)							60	10.945
(Totals may not add due to rounding)							60	10.945
INSTALLATION QTY							60	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)				03/03
Delivery Date (Month/CY)				03/04

**Installation Schedule**

Quarter	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																				
Output																	10	25	25	
																	10	25	25	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: AUTOMATIC TEST EQUIPMENT MN-8972

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0101126F

Team POWER

**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 60, Reserve 0, ANG 0, Total 60

**Development Status**

N.A.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	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	8.497	37	5.725	16	0.350				
EQUIP NONREC CHANGE ORDERS DATA						0.100						
SIM/TRAINER SUPPORT-EQUIP OGC				0.075		0.075						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			71	8.734	37	5.900	16	0.350				

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								0.162
KITS NONRECUR								
EQUIPMENT							124	14.572
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.100
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.150
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							124	14.984

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: LOW COST MODIFICATIONS MN-99999X

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0101126F

Team POWER

**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. 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 60, Reserve 0, ANG 0, Total 60

**Development Status**

As required.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		4.064		1.999		0.230		0.010		0.100		0.024
46U921												
OTHER REPROG												
CONT LIAB												
ECP (PYLONS)												
TOTAL COST (BP-1100)		4.064		1.999		0.230		0.010		0.100		0.024
(Totals may not add due to rounding)												

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.041		0.062				6.529
46U921								
OTHER REPROG								
CONT LIAB								
ECP (PYLONS)								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.041		0.062				6.529

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-52			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$24.543	\$63.161	\$92.216	\$125.650	\$69.843	\$140.992	\$97.421

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 FY05 is the ECM Improvements. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG
P	3143	COMMON STRATEGIC ROTAR	4.7	5.1							14.8
	3150	NAVSTAR GLOBAL POSITIONI	0.5	1.2							40.5
	3263	INTEGRATED CONV STORES	1.6	1.2							86.5
	3309	AIRBORNE WIDEBAND TERMI						13.9	80.2		252.8
	3310	CALCM INFLIGHT BEYOND LI			5.0	28.9	37.9	103.8			454.2
	3311	FUEL ENRICHMENT MODIFIC		0.5	0.6	0.3					2.3
	3372	LINK 16						13.8	15.3		29.0
	4270	ECM IMPROVEMENT	16.8	40.5	47.5	59.2	24.4	7.7			471.4
	4371	GPS TACAN	0.9	1.2							52.2
	4693	AVIONICS MIDLIFE IMPROVE		12.4	37.2	35.3	5.6	0.8			243.7
	99999X	LOW COST MODIFICATIONS		1.1	2.0	2.0	2.0	1.1	2.0		13.1
<b>TOTAL FOR CLASS P</b>			24.5	63.2	92.3	125.7	69.8	141.0	97.4	0.0	1,660.7
<b>TOTAL FOR WEAPON SYSTEM B-52</b>			24.5	63.2	92.3	125.7	69.8	141.0	97.4	0.0	1,660.7

Totals may not add due to rounding.

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: COMMON STRATEGIC ROTARY LAUNCHER (CSRL) MN-3143

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-52                      Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0101113F

Team POWER

**Description/Justification**

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

Program complying with congressional language to use appropriated congressional plus-up funds to modify and maintain all 94 AF B-52 H aircraft in a standard/common fleet configuration - including the remaining, unmodified 13 excess attrition reserve aircraft. To comply with congressional language, DoD has approved use of FY00, FY01, FY02, FY03 and FY04 congressional plus-up funds to incorporate the CSRL capability into all of the 18 unprogrammed, excess attrition reserve aircraft. Power Drive Unit Controllers (PDUcs) scheduled to be installed 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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	13	2.522										
KITS NONRECUR												
EQUIPMENT					[13]	5.100						
EQUIP NONREC		0.335										
CHANGE ORDERS												
DATA	1	0.688										
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00            3 KITS	3	0.630										
FY-01            4 KITS		0.900		[4]								
FY-02            6 KITS				[6]	4.670							
TOTAL INSTALL	3	1.530	10	4.670								
TOTAL COST (BP-1100)	13	5.075		4.670		5.100						
(Totals may not add due to rounding)												
INSTALLATION QTY	3		10									



(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							13	2.522
KITS NONRECUR								
EQUIPMENT							[13]	5.100
EQUIP NONREC								0.335
CHANGE ORDERS								
DATA							[1]	0.688
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)							13	14.845
(Totals may not add due to rounding)								
INSTALLATION QTY							13	

Method of Implementation: DEPOT

Initial Lead Time: 6 Months

Follow-On Lead Time: 4 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
	1	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	2	3	3				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: NAVSTAR GLOBAL POSITIONING SYSTEM MN-3150

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-52 Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0101113F

Team POWER

**Description/Justification**

Congressionally directed program, Navstar GPS provides worldwide three-dimensional positioning/navigation and precise weapons delivery for military aircraft. The first 10 kits were capitalized from the B-52G GPS modification effort. Additionally, GPS LRUs were removed from the retiring G models, refurbished and installed on the H models. This supported the modification of 40 B-52H aircraft. FY99 Kit Production Leadtime is 9 months. Method of installation accomplished at Contractor Facility and Depot. Utilized for weapons delivery, GPS is baselined with the Integrated Conventional Stores Management System (ICSMS/MN-3263) currently being added to the B-52.

Air Force and program complying with congressional language to modify and maintain all 94 AF B-52H aircraft in a standard/common fleet configuration, including the 18 excess attrition reserve aircraft. DoD approved use of FY97, FY99, FY00, FY01-03, and FY04 congressional plus-up funds to add the modification to the 18 excess attrition reserve aircraft.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	94	11.406										
KITS NONRECUR		3.900										
EQUIPMENT	94	7.820										
EQUIP NONREC												
CHANGE ORDERS		2.900										
DATA		2.681										
SIM/TRAINER	6	1.000										
SUPPORT-EQUIP		1.100										
INSTALLATION OF HARDWARE												
FY-92	25	2.000										
FY-94	34	3.169										
FY-95	8	0.644										
FY-97	8	0.563										
FY-98	3	0.503										
FY-99	5	0.740										
FY-00	11	0.374	[5]	0.488	[3]	1.200						
TOTAL INSTALL	86	7.993	5	0.488	3	1.200						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	94	38.800		0.488		1.200						
INSTALLATION QTY	86		5		3							

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							94	11.406
KITS NONRECUR								3.900
EQUIPMENT							[94]	7.820
EQUIP NONREC								2.900
CHANGE ORDERS								2.681
DATA								1.000
SIM/TRAINER							[6]	1.100
SUPPORT-EQUIP								2.062
INSTALLATION OF HARDWARE								
FY-92           25 KITS							[25]	2.000
FY-94           34 KITS							[34]	3.169
FY-95           8 KITS							[8]	0.644
FY-97           8 KITS							[8]	0.563
FY-98           3 KITS							[3]	0.503
FY-99           5 KITS							[5]	0.740
FY-00           11 KITS							[11]	2.062
TOTAL INSTALL							94	9.681
TOTAL COST (BP-1100)							94	40.488
(Totals may not add due to rounding)								
INSTALLATION QTY							94	

Method of Implementation: COMBINATION

Initial Lead Time: 3 Months

Follow-On Lead Time: 12 Months

**Milestones**

	<u>FY-91</u>	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>
Contract Date (Month/CY)		12/91		03/94	03/95		12/97	12/97	12/98	06/00	06/01
Delivery Date (Month/CY)		03/92		03/95	03/96		12/98	12/98	12/99	06/01	06/02

**Installation Schedule**

	<u>FY-91</u>				<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>					
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Quarter																																		
Input					8	8	9										7	8	7						1	1	2	6	1	1	1	1		
Output						8	8	9											7	8	7					1	1	2	6	1		1	1	1
Quarter																																		
Input	4	4	7		2	2	1		1	1							1	2	3	2					3									
Output	4	4	7		2	2	1		1	1	1						1	2	3	2									3					

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: INTEGRATED CONV STORES MGMT SYS MN-3263

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-52 Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0101113F

Team POWER

**Description/Justification**

This program provides a conventional stores management system using Military Standard 1760 specifications. The system is integrated into the offensive avionics system software and will enable the B-52 to carry, program, and launch Military Standard 1760 conventional weapons. FY99 Change Orders modify Group B hardware to meet advanced weapons specifications.

Program complying with congressional language to modify and maintain all 94 AF B-52H aircraft in a standard/common fleet configuration. Program approved by HQ USAF to use FY97, FY99 FY03, and FY04 Congressional add funding for out year installs of 18 unprogrammed 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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	94	20.243										
KITS NONRECUR		8.500										
EQUIPMENT	94	9.048										
EQUIP NONREC												
CHANGE ORDERS		1.848										
DATA		3.800										
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					[9]	1.624	[3]	1.200				
TOTAL INSTALL	82	12.653	9	1.624	3	1.200						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	94	83.591		1.624		1.200						
INSTALLATION QTY	82		9		3							

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							94	20.243
KITS NONRECUR								8.500
EQUIPMENT							[94]	9.048
EQUIP NONREC								1.848
CHANGE ORDERS								3.800
DATA								4.042
SIM/TRAINER							[6]	19.423
SUPPORT-EQUIP								0.211
OAPT								3.288
ECP (PYLONS)							[13]	0.535
OGC								
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]	2.824
TOTAL INSTALL							94	15.477
TOTAL COST (BP-1100)							94	86.415
(Totals may not add due to rounding)								
INSTALLATION QTY							94	

Method of Implementation: DEPOT

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

**Milestones**

	<u>FY-91</u>	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
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**

	<u>FY-91</u>				<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>			
	Quarter	1	2	3	4	1	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	1	2	3	4	1	2	3	4	1	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																					
Output	2		3	1		4	4	4	5		2	2					2	3	3	4												

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: CALCM INFLIGHT BEYOND LINE OF SIGHT RAPID RETASKING (CIBR2) MN-3310

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-52 Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0101113F

Team POWER

**Description/Justification**

The CIBR2 modification has been combined with the Airborne Wideband Terminal (AWT) (Mod# 3309) and LINK 16 (MN# 3372) modifications into a spiral acquisition program, Combat NNetwork Communications Technology incremental (CONNECT). 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 capability and connectivity required to support the combatant commanders operational plans and underlying national military strategy.

CIBR2 is the first spiral under the CONNECT acquisition program. CIBR2 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 a new avionics system client/server architecture and color displays at each crew station. The modification 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. The new server will 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 is also baselined to the B-52 Avionics Midlife Improvement Program (B-52 Mod# 4693). CIBR2 will form the backbone of the CONNECT program, adding new color displays for three mods and Group A wiring for CIBR2 and AWT mods. CIBR2 installation will match the AMI installation schedule, enabling a concurrent installation effort and a corresponding savings to the CONNECT program.

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, AWT, and LINK 16 P3As provide the details and funding profiles associated with the individual modifications.

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

**Development Status**

Development begins in FY05

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									17	5.645	24	7.270
KITS NONRECUR												1.393
EQUIPMENT									[17]	9.840	[24]	14.186
EQUIP NONREC							[16]	4.998				
CHANGE ORDERS												
DATA										3.061		1.000
SIM/TRAINER									[1]	1.630	[1]	2.597
SUPPORT-EQUIP										2.000		1.520
-												
OGC										0.192		0.680

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-06			17	KITS					[17]	6.541		
FY-07			24	KITS							[24]	9.258
FY-08			35	KITS								
TOTAL INSTALL									17	6.541	24	9.258
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							4.998		17	28.909	24	37.904
INSTALLATION QTY									17		24	

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	35	11.028					76	23.943
KITS NONRECUR		3.660						5.053
EQUIPMENT	[35]	21.514					[76]	45.540
EQUIP NONREC							[16]	4.998
CHANGE ORDERS								
DATA		3.093						7.154
SIM/TRAINER	[18]	42.979					[20]	47.206
SUPPORT-EQUIP		6.138						9.658
.								
OGC		0.665						1.537
INSTALLATION OF HARDWARE								
FY-06 17 KITS							[17]	6.541
FY-07 24 KITS							[24]	9.258
FY-08 35 KITS	[35]	14.680					[35]	14.680
TOTAL INSTALL	35	14.680					76	30.479
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	35	103.757					76	175.568
INSTALLATION QTY	35						76	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 2 Months

Follow-On Lead Time: 2 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)					10/05	10/06	10/07
Delivery Date (Month/CY)					12/05	12/06	12/07

Installation Schedule

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	1	4	12	0	1	1	11	11	10	10	10	5
Output																	1	4	12	0	1	1	11	11	10	10	10	5



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: ECM IMPROVEMENT MN-4270

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-52 Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0101113F

Team POWER

**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 erasable proms, gate array modules, and Yttrium Iron Garnet Frequency Oscillator Mixers (YIGFOMs). The modification will significantly increase processor memory and 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 and maintain 94 AF B-52H aircraft in a standard/common fleet configuration, using Congressional plus-up funding from FY01 through FY03 to purchase and install kits on 18 unprogrammed attrition reserve aircraft. Retrofit 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-FY08 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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	5.160										
PROCUREMENT (3010)												
INSTALL KITS	20	4.108	8	0.900	23	1.980	20	2.300	21	3.000		
KITS NONRECUR												
EQUIPMENT	20	17.888	[8]	8.000	[23]	19.800	[20]	23.200	[21]	26.829		
EQUIP NONREC												
CHANGE ORDERS												
DATA		4.432										0.500
SIM/TRAINER	3	3.380			[4]	5.800						
SUPPORT-EQUIP		5.793		2.848		4.770		7.700				
OGC		4.191		1.819		2.145		1.250		1.500		0.681
FLIGHT TEST		2.685										
RETROFIT		2.150		2.500		5.639		10.440		23.710		20.000

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-97	1											
FY-00	2	0.600										
FY-01	12		[12]	0.752								
FY-02	6				[3]	0.385	[3]	0.589				
FY-03	8						[8]	1.422				
FY-04	23						[3]	0.589	[20]	3.492		
FY-05	20								[4]	0.699	[16]	2.990
FY-06	21										[1]	0.187
TOTAL INSTALL	3	0.600	12	0.752	3	0.385	14	2.600	24	4.191	17	3.177
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	21	45.227	8	16.819	23	40.519	20	47.490	21	59.230		24.358
INSTALLATION QTY	3		12		3		14		24		17	

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							1	5.160
PROCUREMENT (3010)								
INSTALL KITS							92	12.288
KITS NONRECUR								
EQUIPMENT							[92]	95.717
EQUIP NONREC								
CHANGE ORDERS								
DATA								4.932
SIM/TRAINER							[7]	9.180
SUPPORT-EQUIP								21.111
OGC								11.586
FLIGHT TEST								2.685
RETROFIT		3.677						68.116
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]	0.974
FY-03	8	KITS					[8]	1.422
FY-04	23	KITS					[23]	4.081
FY-05	20	KITS					[20]	3.689
FY-06	21	KITS					[21]	4.187
TOTAL INSTALL	20	4.000					93	15.705
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		7.677					93	241.320
INSTALLATION QTY	20						93	

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 17 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)					03/00	06/01	02/03	03/03	01/04	01/05	01/06
Delivery Date (Month/CY)					03/01	11/02	07/04	08/04	06/05	06/06	06/07

**Installation Schedule**

		<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input														1							1												
Output														1																			
Quarter	1	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>											
Input																																	
Output																																	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: GPS TACAN MN-4371

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-52 Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0101113F

Team POWER

**Description/Justification**

Global Positioning System (GPS) TACAN Replacement System (TRS) included the installation of controls and displays at the pilot/co-pilot stations, a new Signal Data Converter (SDC), and Digital Data Loader (DDL). The program used Contractor Field Team and Depot personnel to install the modification. The FY98 funding accelerated trial installation, using AFMC aircraft. TRS engineering efforts included the redesign of the GPS Group B Interface Unit (IU), which has become unsupportable due to obsolete parts. The new IU will provide TACAN Emulation and AGM-142 capability; additionally, it supports the Advance Weapons Integration Program (AWIP) modification. The Air Force is adding this modification to 94 aircraft, complying with congressional direction to modify all aircraft to a standard/common configuration. To comply with the congressional language, the DoD approved the use FY97, FY99-FY03 and FY04 Congressional plus-up funding to modify the 18 excess Attrition Reserve aircraft, bringing the total number of modified aircraft to 94. This modification is baselined with the GPS MOD (MN/3150) and ICSMS (MN/3263).

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

**Development Status**

COMPLETE

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		8.743										
PROCUREMENT (3010)												
INSTALL KITS	94	9.561										
KITS NONRECUR												
EQUIPMENT	82	22.952										
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.326										
SIM/TRAINER	12	6.599										
SUPPORT-EQUIP		2.619										
INSTALLATION OF HARDWARE												
FY-97           9 KITS	9	1.303										
FY-98           33 KITS	33	3.426										
FY-99           35 KITS	35	2.031										
FY-00           5 KITS	5	0.278										
FY-01           12 KITS			[9]	0.942	[3]	1.200						
TOTAL INSTALL	82	7.038	9	0.942	3	1.200						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	94	50.095		0.942		1.200						
INSTALLATION QTY	82		9		3							

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								8.743
PROCUREMENT (3010)								
INSTALL KITS							94	9.561
KITS NONRECUR								
EQUIPMENT							[82]	22.952
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.326
SIM/TRAINER							[12]	6.599
SUPPORT-EQUIP								2.619
INSTALLATION OF HARDWARE								
FY-97	9	KITS					[9]	1.303
FY-98	33	KITS					[33]	3.426
FY-99	35	KITS					[35]	2.031
FY-00	5	KITS					[5]	0.278
FY-01	12	KITS					[12]	2.142
TOTAL INSTALL							94	9.180
TOTAL COST (BP-1100)							94	52.237
(Totals may not add due to rounding)								
INSTALLATION QTY							94	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>
Contract Date (Month/CY)			03/97	12/97	12/98	12/99	06/01
Delivery Date (Month/CY)			03/98	12/98	12/99	12/00	06/02

**Installation Schedule**

	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Quarter																																				
Input														1				9	8	10		3	11	11		11	11	11		2	2	2		1		
Output														1					9	8		10	3	11		11	11	11		11	2	2		2	2	1
Quarter																																				
Input	3	3	3			3																														
Output	3	3	3				3																													

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: AVIONICS MIDLIFE IMPROVEMENTS (AMI) MN-4693

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-52                      Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0101113F

Team POWER

**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 from the B-1B's Block E avionics modification program -- Ring Laser Gyro INS components and computers -- 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 and reduce operating costs.

Program will use FY04 congressional plus-up funds to comply with the congressional mandate to modify and maintain all 94 AF B-52H aircraft in a standard/common fleet configuration. Additionally, increased kit costs and the FY04 Congressional reduction to the \$18.2M FY04 President's Budget request resulted in a restructure of the production schedule which is driving the requirement for additional funds in out years to complete the modification.

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

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)	2	102.859		32.274		28.509							
PROCUREMENT (3010)													
INSTALL KITS					3	0.750	16	4.000	11	2.750			
KITS NONRECUR						2.800		5.175		2.040		0.830	
EQUIPMENT					[3]	2.100	[16]	11.200	[11]	7.700			
EQUIP NONREC						4.535		4.888		5.635			
CHANGE ORDERS								0.050		0.050		0.050	
DATA						0.050		0.150		0.150		0.349	
SIM/TRAINER					[1]	0.948	[3]	4.357	[6]	6.360			
SUPPORT-EQUIP						0.340		5.437		6.330		0.924	
OGC						0.888		1.381		1.425		1.458	
:													
:													
INSTALLATION OF HARDWARE													
FY-04            3 KITS							[3]	0.540					
FY-05            16 KITS									[16]	2.880			
FY-06            11 KITS											[11]	1.980	
TOTAL INSTALL								3	0.540	16	2.880	11	1.980
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)					3	12.411	16	37.178	11	35.320			5.591
INSTALLATION QTY								3		16		11	

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							[2]	163.642
PROCUREMENT (3010)								
INSTALL KITS							30	7.500
KITS NONRECUR		0.360						11.205
EQUIPMENT							[30]	21.000
EQUIP NONREC								15.058
CHANGE ORDERS								0.150
DATA		0.254						0.953
SIM/TRAINER							[10]	11.665
SUPPORT-EQUIP								13.031
OGC		0.204						5.356
.								
INSTALLATION OF HARDWARE								
FY-04 3 KITS							[3]	0.540
FY-05 16 KITS							[16]	2.880
FY-06 11 KITS							[11]	1.980
TOTAL INSTALL							30	5.400
TOTAL COST (BP-1100)							30	91.318
(Totals may not add due to rounding)		0.818						
INSTALLATION QTY							30	

Method of Implementation: COMBINATION

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Milestones

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

Installation Schedule

	Quarter	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
		1	2	3	4	1	2	3	4	1	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																																	



UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: B-52 Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0101113F

Team POWER

**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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		2.992			1.118		1.980		1.981			1.990
TOTAL COST (BP-1100)		2.992			1.118		1.980		1.981			1.990
(Totals may not add due to rounding)												

**(Continued)**

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.078		1.990				13.129
TOTAL COST (BP-1100)		<u>1.078</u>		<u>1.990</u>				<u>13.129</u>
(Totals may not add due to rounding)		1.078		1.990				13.129

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>												
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-117			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$21.853	\$16.665	\$13.223	\$18.223	\$21.334	\$83.952	\$78.190

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 FY05 is the Single Configuration Fleet program to standardize the radar absorbing material (RAM) for the entire fleet. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	31927	OMNIBUS ENGINE MODIFICA	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	5.6
	31937	SINGLE CONFIGURATION FLE	21.1	15.0	8.6						139.3
	31972	EXPANDED DATA TRANSFER			1.5	2.4	1.3	0.9	0.2		9.8
	31973	INFRARED ACQUISITION AND						59.5	69.5	94.8	803.2
	31974	COLOR MULTIPURPOSE DISP						7.1	5.7	9.8	59.5
	31975	BROOKLYN BRIDGE			2.8	13.0	10.5	10.3	1.3		50.6
	31976	BC 2 WEAPON SIMULATORS					1.4				1.4
	31977	NIGHT VISION GOGGLES INT					2.4				6.6
	31978	COMMON DATA RECORDER (						4.7			9.1
	31979	AURAL FIRE WARNING					1.2				2.2
	31980	MISSION PLANNING SYSTEM				1.5					1.5
	31981	MTU ENGINE TRAINER TACTI					1.5				1.5
	31982	APU EXHAUST DUCT IMPROV					1.6				1.6
	99999S	SERVICE BULLETINS	0.6	0.7	0.0	1.0	1.1	1.1	1.2	1.2	23.1
	99999X	LOW COST MODIFICATIONS			0.1	0.1	0.1	0.1	0.1		11.3
	Z88888	REPROGRAMMINGS	-0.1	0.6							0.5
<b>TOTAL FOR CLASS P</b>			21.9	16.7	13.2	18.2	21.3	84.0	78.2	106.0	1,126.9

Totals may not add due to rounding.

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-117			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$21.853	\$16.665	\$13.223	\$18.223	\$21.334	\$83.952	\$78.190

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 FY05 is the Single Configuration Fleet program to standardize the radar absorbing material (RAM) for the entire fleet. 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-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG
<b>TOTAL FOR WEAPON SYSTEM F-117</b>			21.9	16.7	13.2	18.2	21.3	84.0	78.2	106.0	1,126.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 24	PAGE NO. 2	
--	-------------------------------	---------------	--

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: SINGLE CONFIGURATION FLEET MN-31937

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-117 Class P

Models of Aircraft Affected: F-117A

Center: ASC - Wright Patterson AFB, OH

PE 0207141F Team POWER

**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 will greatly reduce maintenance requirements, decrease LO consumables, increase aircraft availability, and preserve Radar cross section performance. The SIM/TRAINER cost in FY99 (\$.151M) is for the Maintenance Trainer. FY99 kit install is trial kit install. Funding for installation is provided by Configuration Upgrade 7 (CU-7) depot installs. 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). Total number of SCF aircraft is 44 (42 operational, 2 test modified in Development).

Due to changing requirements, the number of operational aircraft reflected in the FY05 President's Budget is reduced by 10 to 42 aircraft. There is an additional flight test aircraft that will receive the SCF modification. Therefore, the total will be 45 aircraft modified (42 operational, 3 test aircraft).

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

**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-03		FY-04		FY-05		FY-06		FY-07	
	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	35	25.294	7	5.201								
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.200										
SIM/TRAINER	1	0.151										
SUPPORT-EQUIP												
MOD OF SPARES		2.666		3.998		1.589						
MOD INDUC/CHECKOUT		13.248		4.528		4.400						
DEPOT								8.625				

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-99	13	13.447										
FY-00	7	7.327										
FY-01	9	8.371	[1]	1.059								
FY-02	6		[6]	6.357								
FY-03	7				[7]	9.060						
TOTAL INSTALL	28	29.145	7	7.416	7	9.060						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	35	70.704	7	21.143		15.049		8.625				
INSTALLATION QTY	28		7		7							

	FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[2]	10.670
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR							42	30.495
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.200
SIM/TRAINER							[1]	0.151
SUPPORT-EQUIP								
MOD OF SPARES								8.253
MOD INDUC/CHECKOUT								22.176
DEPOT								8.625
INSTALLATION OF HARDWARE								
FY-99	13	KITS					[13]	13.447
FY-00	7	KITS					[7]	7.327
FY-01	9	KITS					[9]	9.430
FY-02	6	KITS					[6]	6.357
FY-03	7	KITS					[7]	9.060
TOTAL INSTALL							42	45.621
TOTAL COST (BP-1100)							42	115.521
(Totals may not add due to rounding)								
INSTALLATION QTY							42	

Method of Implementation: CLS

Initial Lead Time: 9 Months

Follow-On Lead Time: 6 Months

**Milestones**

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
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**

	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Quarter	1	2	3	4	1	2	3	4	1	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																					1	3	3	2	2	2	2	2	2	2	3	2	2	2	2	2
Quarter	<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>																											
Quarter	1	2	3	4	1	2	3	4	1	2	3	4																								
Input	1	1	2	3	2	2	1	2	2	2	1	2																								
Output	2	2	1	1	2	2	2	2	2	2																										

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: EXPANDED DATA TRANSFER SYSTEM (EDTS) MN-31972

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-117 Class P

Models of Aircraft Affected: F-117A

Center: ASC - Wright Patterson AFB, OH

PE 0207141F

Team POWER

**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 projected to rise and 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. Thus, pilots are experiencing significant delays in mission preparation and degradation of system operation. The current EDTS also has several obsolete components, which make supportability of the system increasingly difficult. From an operational perspective, the current EDTS is limited to 2 megabytes of storage. This significantly limits the amount of data, which can be taken on-board the aircraft, which in turn limits mission effectiveness. 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).

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-03		FY-04		FY-05		FY-06		FY-07		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)						4.634	[2]	6.519					
PROCUREMENT (3010)													
INSTALL KITS							[9]	0.317	[13]	0.471	[13]	0.483	
KITS NONRECUR								0.836					
EQUIPMENT							9	0.317	13	0.471	13	0.483	
EQUIP NONREC													
CHANGE ORDERS													
DATA													
SIM/TRAINER													
SUPPORT-EQUIP									[1]	1.135			
INSTALLATION OF HARDWARE													
FY-05		9 KITS											
FY-06		13 KITS							[9]	0.291			
FY-07		13 KITS									[13]	0.350	
FY-08		7 KITS											
TOTAL INSTALL									9	0.291	13	0.350	
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)								9	1.470	13	2.368	13	1.316
INSTALLATION QTY									9		13		



**(Continued)**

	FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[2]	11.153
PROCUREMENT (3010)								
INSTALL KITS	[7]	0.267					[42]	1.538
KITS NONRECUR								0.836
EQUIPMENT	7	0.267					42	1.538
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP							[1]	1.135
INSTALLATION OF HARDWARE								
FY-05 9 KITS							[9]	0.291
FY-06 13 KITS							[13]	0.350
FY-07 13 KITS	[13]	0.361					[13]	0.361
FY-08 7 KITS			[7]	0.199			[7]	0.199
TOTAL INSTALL	13	0.361	7	0.199			42	1.201
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	7	0.895		0.199			42	6.248
INSTALLATION QTY	13		7				42	

Method of Implementation: CLS

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

**Milestones**

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

**Installation Schedule**

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	1	2	3	4	1	2	3	4	1	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																	3	3	3	3	3	3	3	4	3	3	3	4	3	3	3	4
Input																																
Output																																
Quarter	<u>FY-10</u>																															
1	2	3	4																													
Input																																
Output	3	1																														

02/13/2004  
 FY 2005 PB  
 Modification Title and No: BROOKLYN BRIDGE MN-31975

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-117 Class P

Models of Aircraft Affected: F-117A

Center: ASC - Wright Patterson AFB, OH

PE 0207141F

Team POWER

**Description/Justification**

The existing F117 outboard elevon actuator support structure (also referred to as the Brooklyn Bridge) has become a chronic maintenance burden, requiring periodic inspection and structure repairs that must be addressed by project engineering on a continuous basis. Fastener holes must be oversize drilled after each inspection to reassemble the wing structure, which will eventually require replacement of the wing ribbing. A new bridge structure design has been proposed to resolve these issues and a prototype has been developed, installed and tested. One kit was developed and installed under Combat Capability Sustainment Program (CCSP) Concept & Technology Development (CTD) in FY00. Therefore, only 42 kits will need to be installed in the production program. Brooklyn Bridge is currently not a safety of flight issue.

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

**Development Status**

One year of development is needed in FY04.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						0.220						
PROCUREMENT (3010)												
INSTALL KITS							9	0.722	13	1.070	13	1.098
KITS NONRECUR								2.056				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD INDUC/CHECKOUT									[9]	4.691	[13]	6.956
DEPOT										4.888		
INSTALLATION OF HARDWARE												
FY-05												
9 KITS												
FY-06												
13 KITS												
FY-07												
13 KITS												
FY-08												
7 KITS												
TOTAL INSTALL									9	2.308	13	2.454
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)									9	2.778	13	10.508
INSTALLATION QTY									9		13	

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								0.220
PROCUREMENT (3010)								
INSTALL KITS	7	0.607					42	3.497
KITS NONRECUR								2.056
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD INDUC/CHECKOUT	[13]	7.141					[35]	18.788
DEPOT								4.888
INSTALLATION OF HARDWARE								
FY-05 9 KITS							[9]	2.308
FY-06 13 KITS							[13]	2.454
FY-07 13 KITS	[13]	2.525					[13]	2.525
FY-08 7 KITS			[7]	1.282			[7]	1.282
TOTAL INSTALL	13	2.525	7	1.282			42	8.569
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	7	10.273		1.282			42	37.798
INSTALLATION QTY	13		7				42	

Method of Implementation: CLS

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

**Milestones**

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

**Installation Schedule**

	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Quarter	1	2	3	4	1	2	3	4	1	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																	3	3	3	3	3	3	3	4	3	3	3	4	3	3	3	1
																					3	3	3	3	3	3	3	3	3	3	3	3
	<u>FY-10</u>																															
Quarter	1	2	3	4																												
Input																																
Output	3	1																														

**THIS PAGE INTENTIONALLY LEFT BLANK**

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: A-10			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$25.490	\$20.615	\$53.362	\$50.994	\$80.102	\$80.806	\$52.151

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 FY05 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.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	3150EG	EGI	4.9								162.1
	3301A	INTEGRATED FLIGHT & FIRE	11.2	8.2							42.5
	37120	DIGITAL DATA LINK			5.2	5.8	5.6				16.5
	9602	COUNTERMEASURE SET	4.3	6.1	2.5						33.1
	9805	PRECISION ENGAGEMENT	5.1	2.3	45.7	45.2	74.5	80.5	52.1		760.7
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.3	0.1	0.6	1.9
	Z88888	REPROGRAMMINGS		4.0							4.0
<b>TOTAL FOR CLASS P</b>			25.6	20.7	53.5	51.1	80.2	80.8	52.2	0.6	1,020.8
<b>TOTAL FOR WEAPON SYSTEM A-10</b>			25.6	20.7	53.5	51.1	80.2	80.8	52.2	0.6	1,020.8

Totals may not add due to rounding.

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: EGI MN-3150EG

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: A-10 Class P

Models of Aircraft Affected: OA/A-10

Center: OO-ALC

PE 0207131F

Team POWER

**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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
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		5.901		0.200								
FLIGHT TEST		2.066										
MOD OF SPARES		0.088										
OGC		0.655										
SOFTWARE		9.897										
INSTALLATION OF HARDWARE												
FY-95	2	0.206										
FY-96	1	0.050										
FY-97	65	6.672										
FY-98	53	4.467										
FY-99	85	7.473										
FY-00	67	6.306										
FY-01	94	3.334										
TOTAL INSTALL	308	28.508	59	4.715								
TOTAL COST (BP-1100)	367	156.963		4.915								

**Projected Financial Plan Continued**

(Totals may not add due to rounding)

INSTALLATION QTY

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION QTY	308		59									

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							367	6.649
KITS NONRECUR								21.932
EQUIPMENT							[367]	75.544
EQUIP NONREC								0.659
CHANGE ORDERS								3.420
DATA							[1]	0.200
SIM/TRAINER								1.444
SUPPORT-EQUIP								6.101
ICS								2.066
FLIGHT TEST								0.088
MOD OF SPARES								0.655
OGC								9.897
SOFTWARE								
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
(Totals may not add due to rounding)								
INSTALLATION QTY							367	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 14 Months

**Milestones**

	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>
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



**Installation Schedule**

		<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>		
Quarter	1	2	3	4	1	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		
Quarter	1	<u>FY-02</u>			1	<u>FY-03</u>			4																							
Input	18	18	20	21	24	26	9																									
Output	17	18	19	21	23	25	18																									

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: INTEGRATED FLIGHT & FIRE CONTROL COMPUTER (IFFCC) MN-3301A

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: A-10 Class P

Models of Aircraft Affected: A/OA-10A

Center: OO-ALC - Hill AFB, UT

PE 0207131F

Team POWER

**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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		14.347										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	108	6.072	137	5.382	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		0.030		0.030		0.029						
INSTALLATION OF H		0.150				0.967						
MOD OF SPARES	39	1.894	[15]	0.657	[16]	0.748						
SOFTWARE NONREC				5.082								
<b>TOTAL COST (BP-1100)</b>												
(Totals may not add due to rounding)	108	11.893	137	11.151	115	8.234						

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								14.347
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR							360	16.828
EQUIPMENT								0.468
EQUIP NONREC								0.257
CHANGE ORDERS								0.364
DATA							[12]	0.151
SIM/TRAINER								2.525
SUPPORT-EQUIP								0.597
ICS								0.501
MILSTRIP								0.089
OGC								1.117
INSTALLATION OF H								3.299
MOD OF SPARES							[70]	5.082
SOFTWARE NONREC								
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

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: DIGITAL DATA LINK MN-37120

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: A-10 Class P

Models of Aircraft Affected: A/OA-10

Center: OO-ALC - Hill AFB, UT

PE 0207445F Team MOBIL

**Description/Justification**

The Digital Data Link (MN-37120) is Spiral #2 and a key component of the Precision Engagement modification (MN 9805). Spiral #2 integrates and tests the Joint Tactical Radio System (JTRS) Cluster 1 radio with the Enhanced Position Location Reporting System (EPLRs) waveform, and installs the radio into the aircraft. This modification will provide a cross-platform data link for digital data connectivity with the digital battlefield enabling two-way digital transmission of precision target coordinates, location of friendlies, targets and threats, CAS briefs and other pertinent mission data. This data link will ensure joint forces communication, reduced fratricide, and enable interoperability via forward C2 platform centers. Funding control for the DDL was transferred from the A-10 System Program Office (SPO) to the Tactical Data Links (TDL) SPO for an enterprise management approach to data links however, it is still part of the PE modification. OSD has directed the integration of the Army Joint Tactical Radio Set (JTRS) Cluster 1 radio onto the A-10 as the data link solution for the PE modification.

Aircraft Breakdown: Active 205, Reserve 50, ANG 102, Total 357

**Development Status**

JTRS Radio development is paid for by the Army JTRS SPO. The only development work paid for by the PE are A-10 specific changes. The majority of 3600 funding is for integration efforts for the JTRS radio onto the A-10 platform.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							120	5.173	122	5.769	113	5.578
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
FLT LINE LOADER												
OGC												
INSTALLATION OF HARDWARE												
FY-05           120 KITS									[120]		[122]	
FY-06           122 KITS												
FY-07           113 KITS												
FY-08            0 KITS												
TOTAL INSTALL									120		122	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							120	5.173	122	5.769	113	5.578
INSTALLATION QTY											206	

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							355	16.520
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
FLT LINE LOADER								
OGC								
INSTALLATION OF HARDWARE								
FY-05 120 KITS							[242]	
FY-06 122 KITS								
FY-07 113 KITS								
FY-08 0 KITS								
TOTAL INSTALL			[113]				[113]	
TOTAL COST (BP-1100)							355	16.520
(Totals may not add due to rounding)								
INSTALLATION QTY			122				357	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)					11/05	11/06	11/07
Delivery Date (Month/CY)					11/06	11/07	11/08

**Installation Schedule**

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>					
	1	2	3	4	1	2	3	4	1	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	73	46	44	30	40	30	22	13	16				
Output																					43	73	46	44	30	40	30	22	13	16				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: COUNTERMEASURE SET MN-9602

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: A-10 Class P

Models of Aircraft Affected: OA/A-10

Center: OO-ALC - Hill AFB, UT

PE 0207131F

Team POWER

**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 AFRC and ANG 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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	64	0.788	[65]	0.876	[79]	0.955						
KITS NONRECUR EQUIPMENT	64	1.555	[65]	1.909	[79]	2.810						
EQUIP NONREC CHANGE ORDERS		0.011		0.015		0.098		0.033				
DATA								0.253				
SIM/TRAINER	3	0.131	[2]	0.100	[2]	0.103						
SUPPORT-EQUIP		1.155				0.390						
OGC		0.026		0.200		0.264		0.321				
INSTALLATION OF HARDWARE												
FY-01 KITS	16	0.473	[48]	0.620	[65]	1.453	[79]	1.915				
FY-02 KITS				0.620								
TOTAL INSTALL	16	0.473	48	1.240	65	1.453	79	1.915				
TOTAL COST (BP-1100) (Totals may not add due to rounding)		4.139		4.340		6.073		2.522				
INSTALLATION QTY	16		48		65		79					

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[208]	2.619
KITS NONRECUR EQUIPMENT							[208]	6.274
EQUIP NONREC								0.157
CHANGE ORDERS								0.253
DATA							[7]	0.334
SIM/TRAINER								1.545
SUPPORT-EQUIP								0.811
OGC								
INSTALLATION OF HARDWARE								
FY-01 KITS							[208]	4.461
FY-02 KITS								0.620
TOTAL INSTALL							208	5.081
TOTAL COST (BP-1100)								17.074
(Totals may not add due to rounding)								
INSTALLATION QTY							208	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 4 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	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
Output					3								13	12	12	12	12	16	16	16	17	19	20	20

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: PRECISION ENGAGEMENT MN-9805

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: A-10 Class P

Models of Aircraft Affected: A-10

Center: OO-ALC - Hill AFB, UT

PE 0207131F Team POWER

**Description/Justification**

The Precision Engagement (PE) Program - MN-9805 - is a spiral development modification that provides the A/OA-10A with a Digital Stores Management System (DSMS), integrated capabilities for smart weapons delivery, targeting pod integration, increased DC power and joint-service battlefield integration via digital data link. This comprehensive modification creates substantial savings through concurrent integration and installation.

Spiral #1 of the PE modification integrates 1760 BUS (previously MN 9801), GBU-31 Joint Direct Attack Munition (JDAM), CBU-103/104/105 Wind Correct Munitions Dispense (WCMD), LITENING and SNIPER Targeting Pods, increases DC power by 100% and creates the DSMS for the A-10. DSMS will replace federated and aging components, such as the Armament Control Panel (ACP), Interstation Control Unit (ICU) and Television Monitor, with integrated and more capable systems such as two integrated Multi-Function Color Displays (MFCD), a Central Interface Control Unit (CICU) with new processor, and new Hands on Stick and Throttle (HOTAS) controls reducing 'heads down' time in the cockpit reducing 'heads down' time to further increase situational awareness. 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.

Spiral #2 of the PE modification integrates, tests, and fields the Joint Tactical Radio System (JTRS) radio with the Enhanced Position Location Reporting System (EPLRS) waveform under Digital Data Link MN-37120 after OSD directed integration of JTRS onto the A-10 as part of the PE program. Funding control for the DDL was transferred from the A-10 System Program Office (SPO) to the Tactical Data Links (TDL) SPO, but is still part of the PE modification. The EPLRS waveform provides 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.

\*Note: 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 a field level TCTO, the remaining aircraft will come out of the modification line with JTRS.

The 8 months initial lead time and follow on lead time of 6 months are dependent on long lead items.

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

Aircraft Breakdown: Active 205, Reserve 50, ANG 102, Total 357

**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. Concurrent FY05-FY05 3600 and 3010 funds have been evaluated. 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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		9.297		10.960		29.476		22.590		9.054		9.222
PROCUREMENT (3010)												
INSTALL KITS							[70]	7.859	[65]	7.516	[100]	11.911
KITS NONRECUR					4	0.436						
EQUIPMENT							[70]	21.630	[65]	20.688	[100]	32.691
EQUIP NONREC				5.075	[4]	0.908						



**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
CHANGE ORDERS								0.525		0.100		0.435
DATA							0.402		0.161			0.381
SIM/TRAINER							[5]	1.726	[1]	0.356	[2]	0.732
SUPPORT-EQUIP							[4]	2.668	[1]	0.687	[7]	4.953
OGC								0.033		0.115		0.358
LONG LEAD ITEMS					[6]	0.450	[100]	7.725	[60]	4.774	[100]	8.195
INSTALLATION OF HARDWARE												
FY-04		4 KITS			[4]	0.480						
FY-05		0 KITS					[20]	2.800	[50]	7.210		
FY-06		0 KITS							[25]	3.605	[40]	5.941
FY-07		0 KITS									[60]	8.912
FY-08		0 KITS										
TOTAL INSTALL					4	0.480	20	2.800	75	10.815	100	14.853
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				5.075	4	2.307		45.661		45.212		74.509
INSTALLATION QTY					4		20		75		100	

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								90.599
PROCUREMENT (3010)								
INSTALL KITS	[91]	11.164	[27]	3.412			[353]	41.862
KITS NONRECUR							4	0.436
EQUIPMENT	[91]	30.726	[27]	9.390			[353]	115.125
EQUIP NONREC							[4]	5.983
CHANGE ORDERS		4.157		5.834				11.051
DATA		2.142		3.402				6.488
SIM/TRAINER	[9]	3.395	[1]	0.389			[18]	6.598
SUPPORT-EQUIP	[10]	7.288	[21]	15.765			[43]	31.361
OGC		1.673		1.636				4.141
LONG LEAD ITEMS	[91]	7.682					[357]	28.826
INSTALLATION OF HARDWARE								
FY-04 4 KITS							[4]	0.480
FY-05 0 KITS							[70]	10.010
FY-06 0 KITS							[65]	9.546
FY-07 0 KITS	[40]	6.119	[51]	8.036			[151]	23.067
FY-08 0 KITS	[40]	6.119	[27]	4.254			[67]	10.373
TOTAL INSTALL	80	12.238	78	12.290			357	53.476
TOTAL COST (BP-1100)		80.465		52.118			4	305.347
(Totals may not add due to rounding)								
INSTALLATION QTY	80		78				357	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 8 Months

Follow-On Lead Time: 6 Months

**Milestones**

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

**Installation Schedule**

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	4	5	5	5	5	19	19	19	18	25	25	25	20	20	20	20
Output																	4	5	5	5	5	19	19	19	18	25	25	25	20	20	20	20
Quarter	1	2	3	4																												
Input	20	20	20	18																												
Output	20	20	20	18																												

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-15			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$274.034	\$200.288	\$181.602	\$177.213	\$108.534	\$36.948	\$5.778

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 FY05 is to enhance flight safety while improving reliability and maintainability. The primary modification in FY05 is the Advanced Display Core Processor. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	10211B	SECONDARY POWER UPGRA	0.5	2.9	1.1	0.1					18.9
	19203B	F100-220E ENGINE UPGRADE	69.3	74.7	1.7						681.7
	3150E	GPS	1.6								43.7
	6106	SECONDARY POWER UPGRA	1.3	0.6	0.1						7.1
	6145	FUEL NOZZLE DAMPING	0.3	0.2	0.1	0.1					3.1
	8049	APG-63V(1) RADAR UPGRADE	106.2	4.9	2.5						831.1
	8265	PROGRAMMABLE ARMAMEN	15.7	28.5	19.8	6.1	2.8				175.0
	8314	AIR DATA PROCESSOR	5.2	4.5	4.2	1.8	0.7				53.7
	8352	JOINT HELMET-MOUNTED CU	17.9	22.8	21.5	20.5	2.4				224.7
	8357	ADVANCED DISPLAY CORE P			37.3	43.2	17.0				180.5
	8419	ALQ 135, BAND 1.5	42.4	22.1	3.0						264.5
	8660	BOL	2.4				15.1	7.4	5.8		89.6
	8662	AETC MTD UPGRADES-FIELD	3.6			2.1	1.3				7.4
	8701	F-15 C/D GPS	5.3	11.8	18.6	2.5					76.5
	8703	F-15 A/D DIGITAL VIDEO REC				11.2	22.0	11.0			72.8
	8705	F-15E DIGITAL VIDEO RECOR			1.0	3.8	3.8	18.5			47.1
	8742	TEWS INTERMEDIATE SUPPO				17.8	1.3				36.9

Totals may not add due to rounding.

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

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-15			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$274.034	\$200.288	\$181.602	\$177.213	\$108.534	\$36.948	\$5.778

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 FY05 is to enhance flight safety while improving reliability and maintainability. The primary modification in FY05 is the Advanced Display Core Processor. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
	8745	IFF A-D	0.6	10.5	37.9	41.6	23.7				216.2
	8746	IFF E		1.0	32.3	25.4	16.7				135.7
	99999U	LOW COST RETROFIT MODS	0.2	0.2	0.6	0.1	0.1				5.7
	99999X	LOW COST MODIFICATIONS	1.9	0.1	0.1	1.2	1.9				12.8
	Z88888	REPROGRAMMINGS		15.7							-289.8
<b>TOTAL FOR CLASS P</b>			274.2	200.5	181.8	177.4	108.6	36.9	5.8	0.0	2,895.0
<b>TOTAL FOR WEAPON SYSTEM F-15</b>			274.2	200.5	181.8	177.4	108.6	36.9	5.8	0.0	2,895.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 26	PAGE NO. 2	
--	-------------------------------	---------------	--

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: SECONDARY POWER UPGRADE A-D MN-10211B

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-15 Class P

Models of Aircraft Affected: F-15 A-D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

**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.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2082	8.587	198	0.383	815	2.797	363	0.990				
KITS NONRECUR EQUIPMENT												
EQUIP NONREC CHANGE ORDERS												
DATA		0.205										
SIM/TRAINER												
SUPPORT-EQUIP MOD OF SPARES												
OGC		0.028				0.005		0.000				
TOOLING		0.054										

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-98	129	KITS	129									
FY-99	45	KITS	45	0.002								
FY-00	674	KITS	674	0.010								
FY-01	781	KITS	781									
FY-02	453	KITS		[453]	0.015							
FY-03	198	KITS				[198]	0.010					
FY-04	815	KITS						[815]	0.018			
FY-05	363	KITS								[363]	0.010	
TOTAL INSTALL	1629	0.012	453	0.015	198	0.010	815	0.018	363	0.010		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	2082	8.886	198	0.398	815	2.812	363	1.008		0.010		
INSTALLATION QTY	1629		453		198		815		363			

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							3458	12.757
KITS NONRECUR EQUIPMENT								
EQUIP NONREC CHANGE ORDERS								
DATA								0.205
SIM/TRAINER SUPPORT-EQUIP								
MOD OF SPARES								
OGC								0.033
TOOLING								0.054
INSTALLATION OF HARDWARE								
FY-98 129 KITS							[129]	
FY-99 45 KITS							[45]	0.002
FY-00 674 KITS							[674]	0.010
FY-01 781 KITS							[781]	
FY-02 453 KITS							[453]	0.015
FY-03 198 KITS							[198]	0.010
FY-04 815 KITS							[815]	0.018
FY-05 363 KITS							[363]	0.010
TOTAL INSTALL							3,458	0.065
TOTAL COST (BP-1100)							3,458	13.114
(Totals may not add due to rounding)								
INSTALLATION QTY							3,458	

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
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

**Installation Schedule**

	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	170	195	195	195	196	113	113	113	114	50	49	49	50					
Output									43	43	43	11	11	11	12	168	168	168	170	195	195	195	196	113	113	113	114	50	49	49	50					
Quarter	1	2	3	4	1	2	3	4																												
Input	204	204	204	203	90	91	91	91																												
Output	204	204	204	203	90	91	91	91																												



UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: F100-220E ENGINE UPGRADE MN-19203B

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-15 Class P

Models of Aircraft Affected: F-15 C/D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

**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. There have been three Congressional Plus-Ups (FY00, FY03, and FY04) for Air National Guard (ANG). During FY00, FY03 and FY04, additional 14, 9 and 8 engines were upgraded for ANG fund of \$19.38M, \$12.72M and \$14.33M respectively. Additional 12 engines were upgraded for ANG using FY02 GREA fund of \$18.5M.

Aircraft Breakdown: Active 256, Reserve 0, ANG 31, Total 287

**Development Status**

Completed.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	203	258.700	40	58.670	44	69.993						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP	1	0.410	[1]	1.880								
MOD OF SPARES	16	2.560	[72]	6.490	[8]	0.800						
OGC		2.448		0.789		1.078						

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-93	18	KITS	18									
FY-94	18	KITS	18									
FY-97	23	KITS	23	1.970								
FY-98	22	KITS	22	1.970								
FY-99	25	KITS	25	1.530								
FY-00	35	KITS	35	1.000								
FY-01	38	KITS	38	1.050								
FY-02	24	KITS			[24]	1.450						
FY-03	40	KITS					[40]	2.800				
FY-04	44	KITS							[32]	1.680		
TOTAL INSTALL	179	7.520	24	1.450	40	2.800	32	1.680				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	203	271.638	40	69.279	44	74.671		1.680				
INSTALLATION QTY	179		24		40		25					

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							287	387.363
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP							[2]	2.290
MOD OF SPARES							[96]	9.850
OGC								4.315
INSTALLATION OF HARDWARE								
FY-93	18	KITS					[18]	
FY-94	18	KITS					[18]	
FY-97	23	KITS					[23]	1.970
FY-98	22	KITS					[22]	1.970
FY-99	25	KITS					[25]	1.530
FY-00	35	KITS					[35]	1.000
FY-01	38	KITS					[38]	1.050
FY-02	24	KITS					[24]	1.450
FY-03	40	KITS					[40]	2.800
FY-04	44	KITS					[32]	1.680
TOTAL INSTALL							275	13.450
TOTAL COST (BP-1100)							287	417.268
(Totals may not add due to rounding)								
INSTALLATION QTY							268	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)		06/95	06/96			06/97	12/97	12/98	12/99	12/00	12/01	12/02	12/03	12/04
Delivery Date (Month/CY)		06/96	06/97			06/98	12/98	12/99	12/00	12/01	12/02	12/03	12/04	12/05

**Installation Schedule**

	<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	6	6	6	6	6	6	6	6	5	6	6	6	5	6	6	6	5	6	5	
Output																	6	6	6	6	6	6	6	6	6	5	6	6	6	6	6	5	6	5	6	
	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>											
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	9	9	9	8	10	9	10	9	6	6	6	6	10	10	10	10	6	7	6	6												
Output	5	6	6	6	7	9	9	9	8	10	9	10	9	6	6	6	6	6	10	10	10	10	10	10	6	7	6	6								

02/13/2004  
 FY 2005 PB  
 Modification Title and No: GPS MN-3150E

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-15 Class P

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F Team POWER

**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.

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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.728										
PROCUREMENT (3010)												
INSTALL KITS	196	3.664	38	1.157								
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	0.105										
FY-96	20 KITS	0.338										
FY-97	16 KITS	0.141										
FY-98	93 KITS	1.409										
FY-99	25 KITS	0.369										
FY-00	42 KITS	0.349										
FY-03	38 KITS		[31]	0.417	[7]							
TOTAL INSTALL	199	2.711	31	0.417	7							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	199	40.719	38	1.574								
INSTALLATION QTY	199		31		7							

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
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					[38]	0.417
TOTAL INSTALL							237	3.128
TOTAL COST (BP-1100)							237	42.293
(Totals may not add due to rounding)								
INSTALLATION QTY							237	

Method of Implementation: COMBINATION

Initial Lead Time: 26 Months

Follow-On Lead Time: 12 Months

**Milestones**

	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
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**

Quarter	<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>			
	1	2	3	4	1	2	3	4	1	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																																
Input	14	14	13	13																												
Output	17	14	14	13	13																											

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: SECONDARY POWER UPGRADE MN-6106

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-15 Class P

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F

Team POWER

**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.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	851	3.193	342	1.240	99	0.549						
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA		0.014										
SIM/TRAINER SUPPORT-EQUIP MOD OF SPARES OGC						0.005		0.005				
INSTALLATION OF HARDWARE												
FY-01 444 KITS	444											
FY-02 407 KITS			[407]	0.016								
FY-03 342 KITS					[342]	0.016						
FY-04 99 KITS							[99]	0.020				
TOTAL INSTALL	444		407	0.016	342	0.016	99	0.020				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	851	3.207	342	1.256	99	0.570		0.025				
INSTALLATION QTY	444		407		342		99					

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							1292	4.982
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.014
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES								
OGC								0.010
INSTALLATION OF HARDWARE								
FY-01	444	KITS					[444]	
FY-02	407	KITS					[407]	0.016
FY-03	342	KITS					[342]	0.016
FY-04	99	KITS					[99]	0.020
TOTAL INSTALL							1,292	0.052
TOTAL COST (BP-1100)							1,292	5.058
(Totals may not add due to rounding)								
INSTALLATION QTY							1,292	

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
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**

Quarter	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	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	102	101	102	102	84	86	86	86	86	24	25	25	25	25
Output									222	222	102	101	102	102	84	86	86	86	86	24	25	25	25	25



UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: APG-63V(1) RADAR UPGRADE MN-8049

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-15 Class P

Models of Aircraft Affected: F-15 C/D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

**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 quantity 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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		218.545										
PROCUREMENT (3010)												
INSTALL KITS	139	5.560	29	0.984								
KITS NONRECUR												
EQUIPMENT	139	464.920	[29]	91.124								
EQUIP NONREC		37.611										
CHANGE ORDERS		0.373										
DATA		0.254										
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES (EXEMPT)												
ICS		11.242										
OGC		0.809		9.273		1.814		0.811				

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-97	4	0.860										
FY-98	17											
FY-99	22	1.608										
FY-00	33	2.601										
FY-01	38		[36]	4.121			[2]	0.101				
FY-02	25		[7]	0.652	[27]	3.131	[2]	0.101				
FY-03	29						[29]	1.470				
TOTAL INSTALL	76	5.069	43	4.773	27	3.131	33	1.672				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	139	525.838	29	106.154		4.945		2.483				
INSTALLATION QTY	67		44		32		24					

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
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								12.707
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]	1.470
TOTAL INSTALL							179	14.645
TOTAL COST (BP-1100)							168	639.420
(Totals may not add due to rounding)								
INSTALLATION QTY							179	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 20 Months

Follow-On Lead Time: 20 Months

Milestones

	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
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

**Installation Schedule**

	<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>											
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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																									3				3				2	4	6	6	2	5	7	
																									3				1	3	6	6	3	4	6					
	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>																							
Quarter	1	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	7	9	8	8	7	13	12	12	11	8	4	9	6	6	6	6	6	6	6	6	6	6	6																
Output	8	8	8	8	8	8	10	13	12	11	9	10	6	6	6	6	6	6	6	6	6	6	6	6																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: PROGRAMMABLE ARMAMENT CONTROL SET MN-8265

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-15 Class P

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F

Team POWER

**Description/Justification**

The F-15E Programmable Armament Control Set (PACS) upgrade program provides for the installation of the redesigned Converter-Programmer (C-P) and Electronic Sequencing Unit (ESU) subsystems. These redesigns provide the warfighter with required (MIL-STD-1760) interface capabilities for new smart weapons, computing power to utilize these weapons, improved reliability, maintainability, availability, and supportability. The redesign also includes provisions for future expansion of this weapon stores management system. Suite 4E+/Smart Weapons and Advanced Display Core Processor (ADCP) are dependent on PACS Upgrade installation. Productionization of the EMD design with an initial lot buy of five retrofit kits and related support occurred in FY01. The F-15 E227 aircraft program funded the establishment of the production capability.

The funding in the Depot line reflects WR-ALC's Source of Repair Assignment Process (SORAP) estimate of the cost to establish an organic capability for PACS. Beginning in FY04, the four remaining in-board conformal fuel tank (CFT) stations on the aircraft will be activated with MIL-STD 1760 interface capability which will allow increased F-15E offensive capability. Nuclear Certification in FY03-04 meets the requirement to continually field nuclear certified weapon systems. Val/Ver partially completed in June 2002, and the remaining test occurred in October 2002 after receipt of final Suite 4E+ Software.

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

**Development Status**

Complete.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		19.728										
PROCUREMENT (3010)												
INSTALL KITS	71	3.386	32	1.336	60	1.837	54	1.680				
KITS NONRECUR												
EQUIPMENT	71	12.505	[32]	4.927	[60]	9.847	[54]	9.005				
EQUIP NONREC		0.273										
CHANGE ORDERS				0.010		0.208		0.309				
DATA		1.875		0.269		0.016		0.015				
SIM/TRAINER												
SUPPORT-EQUIP		2.883		2.563		3.965						
NUCLEAR CERTIFICATION		0.896		0.646		0.211						
DEPOT				1.003		6.000		1.000				
WEAPONS UMBILICALS	71	0.295	[32]	0.113	[60]	0.317	[54]	0.289				
TRAINING		0.120				0.110				0.060		
OGC		0.003		0.006		0.150						
ICS		0.024		0.059		0.120						
GFP		0.088		0.027		0.027		0.011		0.016		
1760 INTERFACE CAPABILITY		0.835		3.480		4.017		5.536		4.096		2.293
WARRANTY		0.061		0.091		0.099		0.113		0.044		

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-01           26 KITS	1	0.029	[25]	0.756								
FY-02           45 KITS			[13]	0.379	[32]	1.033						
FY-03           32 KITS					[18]	0.517	[14]	0.604				
FY-04           60 KITS							[44]	1.252	[16]	0.576		
FY-05           54 KITS									[40]	1.272	[14]	0.476
TOTAL INSTALL	1	0.029	38	1.135	50	1.550	58	1.856	56	1.848		0.476
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	71	23.273	32	15.665	60	28.474	54	19.814		6.064		2.769
INSTALLATION QTY	1		38		50		58		56		14	

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								19.728
PROCUREMENT (3010)								
INSTALL KITS							217	8.239
KITS NONRECUR EQUIPMENT							[217]	36.284
EQUIP NONREC								0.273
CHANGE ORDERS								0.527
DATA								2.175
SIM/TRAINER								9.411
SUPPORT-EQUIP								1.753
NUCLEAR CERTIFICATION								8.003
DEPOT								1.014
WEAPONS UMBILICALS							[217]	0.290
TRAINING								0.159
OGC								0.203
ICS								0.169
GFP								20.257
1760 INTERFACE CAPABILITY								0.408
WARRANTY								
INSTALLATION OF HARDWARE								
FY-01	26 KITS						[26]	0.785
FY-02	45 KITS						[45]	1.412
FY-03	32 KITS						[32]	1.121
FY-04	60 KITS						[60]	1.828
FY-05	54 KITS						[40]	1.748
TOTAL INSTALL							203	6.894
TOTAL COST (BP-1100)							217	96.059
(Totals may not add due to rounding)								
INSTALLATION QTY							217	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Milestones

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
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

**Installation Schedule**

	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																
Input	3	12	11	12	10	13	13	14	13	15	15	15	15	14	13	14	14																			
Output	0	1	6	7	19	12	12	12	11	13	16	13	16	12	16	14	10	13	11	2																



02/13/2004  
 FY 2005 PB  
 Modification Title and No: AIR DATA PROCESSOR MN-8314

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-15 Class P

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F

Team POWER

**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.

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

**Development Status**

Complete.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	5	2.900										
PROCUREMENT (3010)												
INSTALL KITS	104	2.229	33	0.547	29	0.879	28	0.625				
KITS NONRECUR												
EQUIPMENT	104	8.582	[33]	3.076	[29]	2.330	[28]	2.527				
EQUIP NONREC		0.106										
CHANGE ORDERS								0.049		0.133		
DATA						0.580				0.325		
SIM/TRAINER												
SUPPORT-EQUIP		1.712		0.022						0.350		
ICS		0.233		0.099		0.124		0.144		0.181		0.118
WARRANTY		0.032		0.010		0.011		0.011				
PARTS RETESTING		0.014				0.004		0.013		0.015		
OGC												
INSTALLATION OF HARDWARE												
FY-00 42 KITS	34	0.684	[8]	0.342								
FY-01 38 KITS			[26]	1.110	[12]	0.186						
FY-02 24 KITS					[22]	0.342	[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	34	0.684	34	1.452	34	0.528	33	0.870	37	0.825	22	0.605
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	104	13.592	33	5.206	29	4.456	28	4.239		1.829		0.723
INSTALLATION QTY	34		34		34		33		37		22	

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							[5]	2.900
PROCUREMENT (3010)								
INSTALL KITS							194	4.280
KITS NONRECUR								
EQUIPMENT							[194]	16.515
EQUIP NONREC								0.106
CHANGE ORDERS								0.182
DATA								0.905
SIM/TRAINER								
SUPPORT-EQUIP								2.084
ICS								0.899
WARRANTY								0.064
PARTS RETESTING								0.046
OGC								
INSTALLATION OF HARDWARE								
FY-00	42	KITS					[42]	1.026
FY-01	38	KITS					[38]	1.296
FY-02	24	KITS					[24]	0.370
FY-03	33	KITS					[24]	0.652
FY-04	29	KITS					[38]	0.881
FY-05	28	KITS					[28]	0.739
TOTAL INSTALL							194	4.964
TOTAL COST (BP-1100)							194	30.045
(Totals may not add due to rounding)								
INSTALLATION QTY							194	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 17 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
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

**Installation Schedule**

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	10	9		6	10	9		7	7	7	
Output													4	8	7		6	6	8	10	9	12	11		9	9	9		7	8	7					
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																										

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: JOINT HELMET-MOUNTED CUEING SYSTEM MN-8352

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-15 Class P

Models of Aircraft Affected: F-15 C/D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

**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 2QFY04. To minimize the downtime for any aircraft, the JHMCS installation is being conducted concurrently with the APG-63(V)1 Radar when feasible.

In FY02, JHMCS received \$8M as a part of the Defense Emergency Relief Fund (DERF). Funding was used to procure an additional 18 systems 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. Up to 7 kits and items in support of the procurement such as the associated support equipment will be purchased.

Aircraft Breakdown: Active 161, Reserve 0, ANG 7, Total 168

**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 is delayed until FY04.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		15.145		0.273		0.104						
PROCUREMENT (3010)												
INSTALL KITS	64	4.050	34	1.614	30	1.029	26	0.919	14	0.503		
KITS NONRECUR												
EQUIPMENT	64	11.648	[34]	8.755	[30]	12.168	[26]	9.566	[14]	10.355		
EQUIP NONREC		3.754		1.474		1.789		0.457		0.431		
CHANGE ORDERS		0.337		0.528								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		3.468		0.834		1.234		1.063				
OGC		0.030		0.627		2.453		2.252		1.736		1.100
TRAINING		0.357				0.048						

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
ICS		0.538		0.821		2.699		4.050		5.087		
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           34 KITS			[7]	0.630	[21]	0.642						
FY-04           30 KITS							[36]	3.240				
FY-05           26 KITS									[26]	2.340		
FY-06           14 KITS											[14]	1.260
TOTAL INSTALL	10	0.528	37	3.262	45	1.376	36	3.240	26	2.340	14	1.260
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	64	24.710	34	17.915	30	22.796	26	21.547	14	20.452		2.360
INSTALLATION QTY	2		24		36		41		34		26	

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								15.522
PROCUREMENT (3010)								
INSTALL KITS							168	8.115
KITS NONRECUR								
EQUIPMENT							[168]	52.492
EQUIP NONREC								7.905
CHANGE ORDERS								0.865
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								6.599
OGC								8.198
TRAINING								0.405
ICS								13.195
PACKAGING								
INITIAL SPARES (WCF								
REIMBURSEMENTS)								
INSTALLATION OF HARDWARE								
FY-01           10 KITS							[10]	0.528
FY-02           54 KITS							[54]	3.366
FY-03           34 KITS							[28]	1.272
FY-04           30 KITS							[36]	3.240
FY-05           26 KITS							[26]	2.340
FY-06           14 KITS							[14]	1.260
TOTAL INSTALL							168	12.006
TOTAL COST (BP-1100)							168	109.780
(Totals may not add due to rounding)								
INSTALLATION QTY							168	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)					08/01	02/02	05/03	02/04	01/05	01/06
Delivery Date (Month/CY)					08/02	02/03	05/04	02/05	01/06	01/07

**Installation Schedule**

	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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																									2				8	9	7	7	7	11	11	
																									2	8	7	7	7	7	7	7	7	10	10	
	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>																							
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	5																							
Output	10	12	13	9	9	9	8	8	8	8	7	4	3	2																						

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: ADVANCED DISPLAY CORE PROCESSOR (ADCP) MN-8357

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-15 Class P

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F

Team POWER

**Description/Justification**

The Advanced Display Core Processor (ADCP) modification combines the Multi-Purpose Display Processor (MPDP) and the VHSIC Central (VCC) into one integrated LRU. The VCC and MPDP are plagued with out-of-production parts and barely support current computer resource requirements. The ADCP program has interdependencies with several currently funded F-15 Mod programs. It is baselined with the Global Positioning System, Programmable Armament Control Set, Air Data Processor, Smart Weapons, and OFP Suite 5.

Aircraft Breakdown: Active 227, Reserve 0, ANG 0, Total 227

**Development Status**

EMD Contract Award was Dec 99; FCA/PCA scheduled to be completed Mar 04, and Production Go-Ahead Decision scheduled for Nov 04. P3I Processor update conducted Sep 02 through Oct 04. Initial fielding is currently scheduled for Mar 06.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)		57.685		15.377		7.065							
PROCUREMENT (3010)													
INSTALL KITS							54	0.803	81	1.225	27	0.416	
KITS NONRECUR													
EQUIPMENT							[54]	22.020	[81]	31.799	[27]	10.597	
EQUIP NONREC								4.049					
CHANGE ORDERS								1.618		2.115		0.750	
DATA								3.017		1.264		0.333	
SIM/TRAINER													
SUPPORT-EQUIP								2.416		0.614			
TRAINING								0.334		0.143		0.182	
OGC								0.283		0.517		0.363	
ICS								0.000		1.495		2.000	
PROGRAM MNGMT								2.724		3.487		1.190	
INSTALL									[54]	0.576	[108]	1.169	
INSTALLATION OF HARDWARE													
FY-05			54	KITS									
FY-06			81	KITS									
FY-07			27	KITS									
TOTAL INSTALL													
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)								54	37.264	81	43.235	27	17.000
INSTALLATION QTY										9		74	



**(Continued)**

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								80.127
PROCUREMENT (3010)								
INSTALL KITS							162	2.444
KITS NONRECUR								
EQUIPMENT							[162]	64.416
EQUIP NONREC								4.049
CHANGE ORDERS								4.483
DATA								4.614
SIM/TRAINER								
SUPPORT-EQUIP								3.030
TRAINING								0.659
OGC								1.163
ICS								3.495
PROGRAM MNGMT								7.401
INSTALL							[162]	1.745
INSTALLATION OF HARDWARE								
FY-05		54 KITS						
FY-06		81 KITS						
FY-07		27 KITS						
TOTAL INSTALL								
TOTAL COST (BP-1100)							162	97.499
(Totals may not add due to rounding)								
INSTALLATION QTY							162	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 14 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	1	2	3	4	1	2	3	4	1	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	1	2	3	4	1	2	3	4																								
Input	15	18	20	21	21	23	24	11																								
Output	15	18	20	21	21	23	24	11																								

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: ALQ 135, BAND 1.5 MN-8419

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-15                      Class P

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F              Team POWER

**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. 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). Initial Lot V contract will award by 31 Jan 04. Lot V will award 4 Band 1.5 units with the remaining 5 of 9 units acquired upon receipt of the FY04 \$10M Congressional Plus-up.

Aircraft Breakdown: Active 88, Reserve 0, ANG 0, Total 88

**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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		39.586										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	62	110.877	17	31.205	9	16.595						
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.972		0.124		0.192						
SIM/TRAINER												
SUPPORT-EQUIP		4.969		8.863		0.821	2.980					
SPRAM	6	11.790			[1]	1.891						
OGC		3.455		1.147		0.642						
GFE		5.460		0.242		1.001						
CONTRACT SUPPORT		0.883		0.181		0.384						
ICS		0.910		0.589		0.541						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	62	139.316	17	42.351	9	22.067	2.980					

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
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								17.633
SPRAM							[7]	13.681
OGC								5.244
GFE								6.703
CONTRACT SUPPORT								1.448
ICS								2.040
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							88	206.714

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: BOL MN-8660

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-15                      Class P

Models of Aircraft Affected: A/B/C/D/E

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

**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 rotatable 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 rotatable pool of 84 BOL dispensers (42 shipsets), plus spares, for installation on active USAF F-15 C/Ds. The rotatable 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 its 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.

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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		7.250										0.916
PROCUREMENT (3010)												
INSTALL KITS	114	2.550									54	1.328
KITS NONRECUR												0.347
EQUIPMENT	114	13.593	[10]	1.532							[42]	6.999
EQUIP NONREC		3.180		0.280								
CHANGE ORDERS												
DATA		0.966		0.023								0.264
SIM/TRAINER												
SUPPORT-EQUIP		2.863										4.644

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
ENG SUPPORT		0.619										0.800
OGC		1.118		0.533								0.434
ICS		0.147		0.032								0.252
PACKAGING		0.396										
SPARES	11	1.671										
INSTALLATION OF HARDWARE												
FY-01	114 KITS	2.002	[48]		[66]							
FY-07	54 KITS											
FY-08	125 KITS											
TOTAL INSTALL		2.002	48		66							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	114	29.105		2.400							54	15.068
INSTALLATION QTY			48		66							

	FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								8.166
PROCUREMENT (3010)								
INSTALL KITS	125	3.128					293	7.006
KITS NONRECUR								0.347
EQUIPMENT							[166]	22.124
EQUIP NONREC								3.460
CHANGE ORDERS								
DATA		0.269		0.547				2.069
SIM/TRAINER	[6]	0.422	[6]	0.430			[12]	0.852
SUPPORT-EQUIP		0.472		0.481				8.460
ENG SUPPORT		0.865		0.985				3.269
OGC		1.170		0.928				4.183
ICS		0.080						0.511
PACKAGING								0.396
SPARES							[11]	1.671
INSTALLATION OF HARDWARE								
FY-01 114 KITS							[114]	2.002
FY-07 54 KITS	[54]	1.021					[54]	1.021
FY-08 125 KITS			[125]	2.407			[125]	2.407
TOTAL INSTALL	54	1.021	125	2.407			293	5.430
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	125	7.427		5.778			293	59.778
INSTALLATION QTY	54		125				293	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 17 Months

Follow-On Lead Time: 15 Months

**Milestones**

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

**Installation Schedule**

Quarter	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	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														12	36	36	30															
														12	36	36	24	5	1													
Quarter	<u>FY-08</u>				<u>FY-09</u>																											
1	2	3	4	1	2	3	4																									
Input		18	36	36	36	36	17																									
Output		18	36	36	36	36	17																									

02/13/2004  
 FY 2005 PB

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-15 Class P

Modification Title and No: AETC MTD UPGRADES-FIELD TRAINING DETACHMENTS MN-8662

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0809731F

Team AIR

**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 TFE 15,16 & 19 into current avionics trainers, 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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER		0.511	[0]	3.582					[6]	2.071	[3]	1.259
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		0.511		3.582						2.071		1.259
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[9]	7.423
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								7.423
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 24 Months

**Milestones**

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

**Installation Schedule**

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
Quarter	1	2	3	4	1	2	3	4	1	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	1	2	3	4	1	2	3	4	1	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																																



02/13/2004  
 FY 2005 PB  
 Modification Title and No: F-15 C/D GPS MN-8701

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-15 Class P

Models of Aircraft Affected: F-15C/D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

**Description/Justification**

The NAVSTAR Global Positioning System (GPS) is a space based radio navigation system that provides suitably 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). The required quantity of modified aircraft is 179 F-15C/D, 18 a/c previously completed on another program leaving 161 a/c to complete. Installation is contractor field team. Retrofit of 300 existing EGIs is required to maintain economical logistics footprint.

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

**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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			38	0.820	85	1.820	38	0.820				
KITS NONRECUR												
EQUIPMENT			[38]	3.115	[85]	8.337	[38]	4.256				
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.544								
SIM/TRAINER												
SUPPORT-EQUIP												
RETROFIT				0.655			[300]	10.149				
OTHER												
OGC				0.166		0.094						
INSTALL												
INSTALLATION OF HARDWARE												
FY-03 38 KITS					[38]	1.508						
FY-04 85 KITS							[85]	3.349				
FY-05 38 KITS									[38]	2.513		
TOTAL INSTALL						38	1.508	85	3.349	38	2.513	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			38	5.300	85	11.759	38	18.574			2.513	
INSTALLATION QTY					38		85		38			

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							161	3.460
KITS NONRECUR EQUIPMENT							[161]	15.708
EQUIP NONREC CHANGE ORDERS								0.544
DATA								
SIM/TRAINER SUPPORT-EQUIP							[300]	10.804
RETROFIT								
OTHER								
OGC								0.260
INSTALL								
INSTALLATION OF HARDWARE								
FY-03 38 KITS							[38]	1.508
FY-04 85 KITS							[85]	3.349
FY-05 38 KITS							[38]	2.513
TOTAL INSTALL							161	7.370
TOTAL COST (BP-1100)							161	38.146
(Totals may not add due to rounding)								
INSTALLATION QTY							161	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 10 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									12	12	14	21	21	21	22	9	9	10	10	
Output									12	12	14	21	21	21	22	9	9	10	10	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: IFF A-D MN-8745

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-15 Class P

Models of Aircraft Affected: F-15 A-D

Center: WRALC Robins AFB GA

PE 0207445F Team MOBIL

**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 (will be unsupported in 2004), 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. If the qualification efforts do not require the full \$3.4M, the balance will be used to procure IFF kits for the ANG. Funding for the ANG procurement is TBD. ACC has funded production and installation for 234 active F-15C/Ds beginning in FY04.

Aircraft Breakdown: Active 234, Reserve 0, ANG 0, Total 234

**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 compatibility with AESA radar equipped aircraft.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							0.057		1.730			2.054
KITS NONRECUR												
EQUIPMENT					2	2.104	91	18.698	105	20.379	36	8.172
EQUIP NONREC		3.982				7.000		5.710		8.810		6.780
CHANGE ORDERS								3.606		3.670		2.337
DATA						0.823		0.863		0.156		
SIM/TRAINER							[0]	1.500				
SUPPORT-EQUIP								3.407				
OGC				0.608		0.343		1.795		2.956		1.677
TRAINING						0.101		0.177		0.182		0.062
ICS								0.500		2.000		2.610
OTHER					[1]	0.166	[11]	1.606	[12]	1.692		
TOTAL COST (BP-1100)		3.982		0.608	2	10.537	91	37.919	105	41.575	36	23.692
(Totals may not add due to rounding)												

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								3.841
KITS NONRECUR								
EQUIPMENT							234	49.353
EQUIP NONREC								32.282
CHANGE ORDERS								9.613
DATA								1.842
SIM/TRAINER								1.500
SUPPORT-EQUIP								3.407
OGC								7.379
TRAINING								0.522
ICS								5.110
OTHER							[24]	3.464
TOTAL COST (BP-1100)							234	118.313
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 16 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: IFF E MN-8746

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-15 Class P

Models of Aircraft Affected: F-15 E

Center: WRALC Robins AFB GA

PE 0207445F Team MOBIL

**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 (will be unsupported in FY2004), 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 225.

Aircraft Breakdown: Active 225, Reserve 0, ANG 0, Total 225

**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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									1.730			1.565
KITS NONRECUR EQUIPMENT					1	1.000	89	18.050	80	16.120	55	9.335
EQUIP NONREC CHANGE ORDERS								3.156		2.184		1.627
DATA								0.744		0.103		
SIM/TRAINER							[0]	1.500				
SUPPORT-EQUIP								4.260				
OGC								2.621		1.593		1.172
TRAINING								0.190		0.145		0.093
ICS										2.000		2.860
OTHER							[12]	1.752	[11]	1.551		
TOTAL COST (BP-1100)					1	1.000	89	32.273	80	25.426	55	16.652
(Totals may not add due to rounding)												

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								3.295
KITS NONRECUR								
EQUIPMENT							225	44.505
EQUIP NONREC								
CHANGE ORDERS								6.967
DATA								0.847
SIM/TRAINER								1.500
SUPPORT-EQUIP								4.260
OGC								5.386
TRAINING								0.428
ICS								4.860
OTHER							[23]	3.303
TOTAL COST (BP-1100)							225	75.351
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: LOW COST MODIFICATIONS MN-99999X

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-15 Class P

Models of Aircraft Affected: F-15 A-D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

**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; Simulator/Trainer upgrades; Mux Bus 7 &8 upgrade; Shimmy Damper, 8MM, Bearing, Signal Data Recorder, etc.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		1.327										
AIRCRAFT		6.211	1.860		0.119		0.025		1.219			1.898
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		7.538	1.860		0.119		0.025		1.219			1.898

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								1.327
AIRCRAFT								11.332
TOTAL COST (BP-1100)								<hr/>
(Totals may not add due to rounding)								12.659

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
	<u>FY-07</u>														
Contract Date (Month/CY)															
Delivery Date (Month/CY)															



UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$274.878	\$307.261	\$336.289	\$373.942	\$327.847	\$329.290	\$274.761

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 FY05 is the Modular Mission Computer MMC-CCIP. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P-S	173009	F110 DIGITAL ENGINE CONTR	2.5	1.5							153.1
	F19419	F110-100 HPT C-CLIP BACKOF		3.3	1.5	0.8	0.5	1.0	0.1		16.4
<b>TOTAL FOR CLASS P-S</b>			2.5	4.9	1.5	0.8	0.5	1.0	0.1	0.0	169.4
P	19229E	FALCON 229 ENGINE UPGRA	0.3								12.5
	3090	ALR-56M RCPU UPGRADE	0.5	0.1							24.7
	3450	ALE-47	3.3	2.1	1.3	0.2					52.7
	4260	ADVANCED WEAPON INTEGR	3.8	3.7	3.9	4.2	4.3	1.3			52.0
	5013	RF TOWED DECOY SYSTEMS	11.1	3.5							139.0
	602030	BLOCK 30 NIGHT VISION IMA	0.3								34.3
	602043	BLOCK 42 ANG RE-ENGINE	10.4	9.9							87.2
	602150	MODULAR MISSION COMPUT	47.7	79.4	83.5	92.5	78.7	100.3	88.3	10.2	1,100.5
	6022	PRE BLK 40 STRUCTURAL IM		0.1	0.5	0.1					196.0
	602241	F-16A STRUCTURE IMPROVE	3.5	5.3	2.5	2.6					22.1
	602250	BLOCK 50/52 STRUCTURAL I	3.3	1.2	0.6	0.1					7.9
	6023	FALCON STAR	15.9	41.7	48.2	67.2	72.0	98.2	93.1	227.4	1,900.8
	603035	COMMERCIAL CENTRAL INTE		6.5	11.0	10.8					28.3
	610250	COLOR DISPLAYS - CCIP	25.4	35.9	37.7	53.7	42.4	25.2	15.2	3.6	471.6

Totals may not add due to rounding.

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

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$274.878	\$307.261	\$336.289	\$373.942	\$327.847	\$329.290	\$274.761

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 FY05 is the Modular Mission Computer MMC-CCIP. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
	612150	BLOCK 50 AIR-TO-AIR INTERR	18.4	6.3	3.2	0.6					125.4
	6300	ON BOARD OXYGEN GENERA	3.5	4.0							21.4
	650050	JOINT HELMET MOUNTED CU	51.1	32.0	32.2	32.8	26.2	14.6	5.3	1.1	398.0
	660050	BLK 50 HTS PYLONS	0.1		2.2	3.0	2.8				8.1
	661650	LINK 16 - CCIP	23.5	34.0	28.6	23.3	19.7	11.5	5.6	1.1	315.8
	661651	F-16 TACTICAL DATA LINK (T	34.9	22.5	22.1	22.2	19.1	12.2			133.0
	8661	AETC MTD UPGRADES-TECH	0.8	3.9							7.7
	8662	AETC MTD UPGRADES-FIELD	2.1	1.0	11.8	10.8	14.7	17.0	17.3		77.0
	99999E	MISC ENGINE UPDATE MODS	0.9	1.8	0.1	0.1	0.1	0.1	0.4		11.0
	99999U	LOW COST RETROFIT MODS	1.7	1.9	0.1	0.1	0.1	0.1	0.4		10.7
	99999X	LOW COST MODIFICATIONS	1.1	1.5	0.1	0.1	0.1	0.1	0.4		11.2
	F16TAR	THEATER AIRBORNE RECON	2.0								8.6
	F19412	F110-GE-100/129 EMS ENHAN	6.6								14.8
	F19420	F110-100 TURBINE FRAME OI		0.9	1.0	1.0	1.0	0.9	0.9	0.2	10.4
	F19424	F110 ENGINE SERVICE LIFE E			44.4	45.3	46.2	47.0	47.8	100.0	378.6
	F19450	PW-229 FUEL NOZZLE DAMPI	0.2	0.1							1.1
	F19451	PW-229 3rd STAGE FAN IMPR				2.7					2.7

Totals may not add due to rounding.

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

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$274.878	\$307.261	\$336.289	\$373.942	\$327.847	\$329.290	\$274.761

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 FY05 is the Modular Mission Computer MMC-CCIP. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
	F19453	F100 ENHANCED MAINTAINA	0.3								0.5
	Z88888	REPROGRAMMINGS		3.3							11.6
<b>TOTAL FOR CLASS P</b>			272.6	302.5	335.1	373.5	327.4	328.5	274.6	343.6	5,677.0
<b>TOTAL FOR WEAPON SYSTEM F-16</b>			275.1	307.3	336.6	374.3	327.9	329.5	274.8	343.6	5,846.5

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 27	PAGE NO. 3	
--	-------------------------------	---------------	--

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: F110 DIGITAL ENGINE CONTROL (DEC) MN-173009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16 Class P-S

Models of Aircraft Affected: F-16 BLOCK 30/40

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	785	111.624										
EQUIP NONREC		0.437										
CHANGE ORDERS												
DATA		0.883										
SIM/TRAINER												
SUPPORT-EQUIP		2.516										
MOD OF SPARES	186	4.951										
DEPOT PROCESS	659	9.723	[121]	2.474	[76]	1.540						
EMSC UPGRADE		0.344										
MEC UPGRADE												
MEC KIT	857	18.579										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	785	149.057		2.474		1.540						

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							785	111.624
EQUIP NONREC								0.437
CHANGE ORDERS								
DATA								0.883
SIM/TRAINER								
SUPPORT-EQUIP								2.516
MOD OF SPARES							[186]	4.951
DEPOT PROCESS							[856]	13.737
EMSC UPGRADE								0.344
MEC UPGRADE								
MEC KIT							[857]	18.579
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							785	153.071

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>
Contract Date (Month/CY)	06/95	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	06/96	12/96	02/98	02/99	12/99	12/00	12/02

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: ALE-47 MN-3450

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16 Class P

Models of Aircraft Affected: F-16 Block 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

**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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	584	3.423	58	0.082								
KITS NONRECUR		1.100										
EQUIPMENT	588	23.837	[54]	1.213								
EQUIP NONREC		0.600										
CHANGE ORDERS		2.000										
DATA		1.802										
SIM/TRAINER												
SUPPORT-EQUIP	72	2.756										
KIT REPLENISHMENT							0.109					
OGC							0.155					
RETROFIT		1.080										

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-92	93	0.600										
FY-93	89	0.700										
FY-94	84	0.500										
FY-95	80	1.764										
FY-96	84	1.612										
FY-99	44	1.819										
FY-01	44	0.622	[26]	0.770								
FY-02	66		[36]	1.230	[29]	1.150						
FY-03	58				[17]	0.665	[38]	1.339	[4]	0.180		
TOTAL INSTALL	492	7.617	62	2.000	46	1.815	38	1.339	4	0.180		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	584	44.215	58	3.295		2.079		1.339		0.180		
INSTALLATION QTY	492		62		46		38		4			

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
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								1.802
SIM/TRAINER								
SUPPORT-EQUIP							[72]	2.756
KIT REPLENISHMENT								0.109
OGC								0.155
RETROFIT								1.080
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					[65]	2.380
FY-03	58	KITS					[59]	2.184
TOTAL INSTALL							642	12.951
TOTAL COST (BP-1100)							642	51.108
(Totals may not add due to rounding)								
INSTALLATION QTY							642	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 24 Months

Follow-On Lead Time: 9 Months

**Milestones**

	<u>FY-91</u>	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
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



**Installation Schedule**

	<u>FY-91</u>				<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	21	21	13	10	21	21	21	21	23	21	21	21	21	21	
Output													7	17	22	21	21	21	21	21	21	21	21	13	10	21	21	21	21	23	21	21	21	21	21	
	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	11	11	10	10	9	9	1	1	1	1	1	1	1
Output	11	11	12	12	5	5	5	4					4	14	15	15	14	15	15	16	16	12	12	11	11	10	10	9	9	1	1	1	1	1	1	1

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: ADVANCED WEAPON INTEGRATION MN-4260

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16 Class P

Models of Aircraft Affected: F-16 Blocks 25-42

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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. Adjustments for anticipated attrition are reflected in FY07 and FY08. The weapon pylons will be modified with the 1760 interface. Once modified, all pylons will have the same Federal Stock Number which will reflect the Block 50 configuration. A total of 2032 standard weapons pylons will be modified (two per aircraft). 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 504, Reserve 70, ANG 442, Total 1016

**Development Status**

Complete.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		6.950										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.235										
SIM/TRAINER												
SUPPORT-EQUIP		0.299										
PYLONS	981	14.815	[198]	3.138	[169]	2.830	[179]	3.077	[199]	3.356	[239]	4.087
WEAPONS UMBILICALS	1090	3.080	[190]	0.665	[228]	0.822	[212]	0.781	[212]	0.814	[50]	0.175
MISC												
INTEGRATION		6.500										
SOFTWARE		5.992										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		30.921		3.803		3.652		3.858		4.170		4.262

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								6.950
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.235
SIM/TRAINER								
SUPPORT-EQUIP								0.299
PYLONS	[67]	1.089					[2,032]	32.392
WEAPONS UMBILICALS	[50]	0.189					[2,032]	6.526
MISC								
INTEGRATION								6.500
SOFTWARE								5.992
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.278						51.944

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

**Milestones**

	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: RF TOWED DECOY SYSTEMS ALE-50 MN-5013

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16 Class P

Models of Aircraft Affected: F-16 Block 25/30/32/40/42/50/52

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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 665 systems with a static protection module. The static protection module will be installed during production starting with 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 \$37.836M includes \$19.2M 3017 funding.

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

**Development Status**

Complete

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	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	120.686										
EQUIP NONREC												
CHANGE ORDERS		0.459										
DATA		0.251										
SIM/TRAINER												
SUPPORT-EQUIP	144	2.128										
ECP (PYLONS)		0.975										
RETROFIT			[508]	11.053	[157]	3.330						
OGC						0.165						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	939	124.499		11.053		3.495						

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								3.170
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							939	120.686
EQUIP NONREC								
CHANGE ORDERS								0.459
DATA								0.251
SIM/TRAINER								
SUPPORT-EQUIP							[144]	2.128
ECP (PYLONS)								0.975
RETROFIT							[665]	14.383
OGC								0.165
TOTAL COST (BP-1100)							939	139.047
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

**Milestones**

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
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	

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: BLOCK 42 ANG RE-ENGINE MN-602043

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-16 Class P

Models of Aircraft Affected: F-16 Blk 42

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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-FY03 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 an engine and aircraft mod parts. Amount for support equipment reflects a three base simultaneous conversion. FY01 and FY03 Congressional Plus-up kit buys are shown in the same year with actual installation in following year. Excess installation kits are to be used as spare kits and to install additional engines purchased with FY02 GREA Congressional Plus-up 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 exiting ANG personnel.

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

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	13	1.360	1	0.247	2	0.162						
KITS NONRECUR	2	2.755										
EQUIPMENT	9	36.873	[2]	8.718	[2]	9.414						
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.724										
SIM/TRAINER	1	0.202										
SUPPORT-EQUIP		1.606										
FLIGHT TEST		1.200										
INITIAL SPARES		2.226		0.942								
CONTRACTOR SUPPORT		0.317		0.526		0.350						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	15	48.263	1	10.433	2	9.926						

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							16	1.769
KITS NONRECUR							2	2.755
EQUIPMENT							[13]	55.005
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.724
SIM/TRAINER							[1]	0.202
SUPPORT-EQUIP								1.606
FLIGHT TEST								1.200
INITIAL SPARES								3.168
CONTRACTOR SUPPORT								1.193
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							18	68.622

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 10 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)		12/00		01/03	01/04
Delivery Date (Month/CY)		10/01		01/04	01/05

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: MODULAR MISSION COMPUTER MMC-CCIP MN-602150

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16                      Class P

Models of Aircraft Affected: F-16 Blocks 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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 CLTS repair equipment. Aircraft breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. Block 50 kit procurements exceed installations due to unplanned attrition after contract award. 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 Block 50 EMD program is complete. Two engineering proof aircraft and one test aircraft were modified during the Block 40 EMD program.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		206.961										
PROCUREMENT (3010)												
INSTALL KITS	207	20.504	47	4.074	100	8.080	86	7.437	100	7.448	83	6.416
KITS NONRECUR												
EQUIPMENT	207	102.555	[47]	25.186	[100]	51.206	[86]	59.380	[100]	52.981	[83]	45.690
EQUIP NONREC												
CHANGE ORDERS						3.900		3.369		3.043		0.502
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		1.213		4.254		4.110		3.015		3.000		1.000
RETROFIT KITS												



**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-99	23	4.017										
FY-00	37	6.566	[17]	4.025								
FY-01			[43]	10.182	[36]	9.046						
FY-02					[12]	3.015	[39]	7.757				
FY-03							[13]	2.586	[24]	5.899		
FY-04									[82]	20.158	[18]	5.017
FY-05											[72]	20.063
FY-06												
FY-07												
FY-08												
TOTAL INSTALL	60	10.582	60	14.207	48	12.061	52	10.343	106	26.057	90	25.080
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	207	134.854	47	47.721	100	79.357	86	83.544	100	92.529	83	78.688
INSTALLATION QTY	60		60		48		52		106		90	

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								206.961
PROCUREMENT (3010)								
INSTALL KITS	6	1.528					629	55.487
KITS NONRECUR								
EQUIPMENT	[6]	12.460					[629]	349.458
EQUIP NONREC								
CHANGE ORDERS								10.814
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		1.500		1.500		1.634		21.226
RETROFIT KITS		58.157		63.001		3.187		124.345
INSTALLATION OF HARDWARE								
FY-99       23 KITS							[23]	4.016
FY-00       54 KITS							[54]	10.591
FY-01       79 KITS							[79]	19.228
FY-02       51 KITS							[51]	10.772
FY-03       47 KITS							[37]	8.485
FY-04       100 KITS							[100]	25.175
FY-05       86 KITS	[14]	3.763					[86]	23.826
FY-06       100 KITS	[85]	22.924	[15]	4.185			[100]	27.109
FY-07       83 KITS			[70]	19.591	[13]	3.670	[83]	23.261
FY-08       6 KITS					[6]	1.696	[6]	1.696
TOTAL INSTALL	99	26.687	85	23.776	19	5.366	619	154.159
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	6	100.332		88.277		10.187	629	715.489
INSTALLATION QTY	99		85		19		619	

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
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
	<u>FY-07</u>	<u>FY-08</u>													
Contract Date (Month/CY)	01/07	01/08													
Delivery Date (Month/CY)	10/08	10/09													

**Installation Schedule**

	<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>											
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>											
Input	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Output									4	12	18	9	17	16	13	16	15	18	6	12	12	15	5	14	18	29	26	26	25	21	22	22	25	21	22	22				
									4	12	18	9	17	16	13	16	15	18	6	12	12	15	5	14	18	29	26	26	25	21	22	22	25	21	22	22				
Quarter	<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>																															
Input	1	2	3	4	1	2	3	4	1	2	3	4																												
Output	23	25	27	24	24	20	20	21	11	8																														
	25	23	25	27	24	24	20	20	21	11	8																													

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: F-16A STRUCTURE IMPROVEMENT PGM MN-602241

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16 Class P

Models of Aircraft Affected: F-16 A/B

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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 FY01 procurement.

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

**Development Status**

Complete. Funded under Falcon Core program.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	29	1.118	11	0.383								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00           20 KITS	13	6.723	[7]	3.166								
FY-02           9 KITS					[8]	5.308	[1]	0.360				
FY-03           11 KITS							[6]	2.141	[5]	2.556		
TOTAL INSTALL	13	6.723	7	3.166	8	5.308	7	2.501	5	2.556		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	29	7.841	11	3.549		5.308		2.501		2.556		
INSTALLATION QTY	13		7		8		7		5			

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							40	1.501
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-00           20 KITS							[20]	9.889
FY-02           9 KITS							[9]	5.668
FY-03           11 KITS							[11]	4.697
TOTAL INSTALL							40	20.254
TOTAL COST (BP-1100)							40	21.755
(Totals may not add due to rounding)								
INSTALLATION QTY							40	

Method of Implementation: DEPOT

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

**Milestones**

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
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**

Quarter	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>							
	1	2	3	4	1	2	3	4	1	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	2	2	2	2	2	2	2	2	2	1	1	2	2		
Output										2	2	2		3	2	2		3	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	2	2

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: BLOCK 50/52 STRUCTURAL IMPROVEMENT MN-602250

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16 Class P

Models of Aircraft Affected: F-16 BLOCK 50/52

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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-03		FY-04		FY-05		FY-06		FY-07	
	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												
COD KITS	156											
INSTALLATION OF HARDWARE												
FY-01 KITS	33	2.700	[33]	3.268	[38]	1.200	[38]	0.590	[5]	0.038		
TOTAL INSTALL	33	2.700	33	3.268	38	1.200	38	0.590	5	0.038		
TOTAL COST (BP-1100)		2.700		3.268		1.200		0.590		0.038		
(Totals may not add due to rounding)												
INSTALLATION QTY	33		33		38		38		5			

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
COD KITS							[156]	
INSTALLATION OF HARDWARE								
FY-01           KITS							[147]	7.797
TOTAL INSTALL							147	7.797
TOTAL COST (BP-1100)								7.797
(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

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

Quarter	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
	1	2	3	4	1	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	7	9	8	8	8	9	9	9	9	10	10	10	10	10	9	9	2	2	1
Output						1	2	7	7	7	9	8	8	8	9	9	9	9	10	10	10	10	9	9	2	2	2	1

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: FALCON STAR MN-6023

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16 Class P

Models of Aircraft Affected: F-16 BLOCKS  
25/30/32/40/42/50/52

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

**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, Horizontal 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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		7.393		4.432		4.622						
PROCUREMENT (3010)												
INSTALL KITS			53	9.900	121	18.700	166	14.820	135	12.210	215	18.310
KITS NONRECUR EQUIPMENT				1.900								
EQUIP NONREC CHANGE ORDERS				0.900		1.180		0.380		0.620		0.820
DATA SIM/TRAINER												
SUPPORT-EQUIP				2.500		1.380		1.010		1.420		1.430
OGC				0.692		0.690		0.710		0.720		0.730



**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-03		53 KITS			[47]	19.767	[6]	3.010				
FY-04		121 KITS					[61]	28.263	[58]	27.250	[2]	1.100
FY-05		166 KITS							[97]	24.994	[69]	25.000
FY-06		135 KITS									[72]	24.610
FY-07		215 KITS										
FY-08		183 KITS										
FY-09		118 KITS										
FY-10		105 KITS										
FY-11		94 KITS										
FY-12		21 KITS										
TOTAL INSTALL					47	19.767	67	31.273	155	52.244	143	50.710
TOTAL COST (BP-1100)			53	15.892	121	41.717	166	48.193	135	67.214	215	72.000
(Totals may not add due to rounding)												
INSTALLATION QTY					47		67		155		143	

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								16.447
PROCUREMENT (3010)								
INSTALL KITS	183	17.270	118	14.830	220	26.530	1211	132.570
KITS NONRECUR EQUIPMENT								1.900
EQUIP NONREC								
CHANGE ORDERS		0.830		0.720		1.310		6.760
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		1.510		1.250		2.240		12.740
OGC		0.760		0.760		2.350		7.412
INSTALLATION OF HARDWARE								
FY-03       53 KITS							[53]	22.777
FY-04       121 KITS							[121]	56.613
FY-05       166 KITS							[166]	49.994
FY-06       135 KITS	[63]	22.790					[135]	47.400
FY-07       215 KITS	[150]	55.080	[65]	23.800			[215]	78.880
FY-08       183 KITS			[130]	51.700	[53]	26.300	[183]	78.000
FY-09       118 KITS					[118]	54.090	[118]	54.090
FY-10       105 KITS					[105]	55.440	[105]	55.440
FY-11        94 KITS					[94]	52.990	[94]	52.990
FY-12        21 KITS					[21]	6.200	[21]	6.200
TOTAL INSTALL	213	77.870	195	75.500	391	195.020	1,211	502.384
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	183	98.240	118	93.060	220	227.450	1,211	663.766
INSTALLATION QTY	213		195		391		1,211	

Method of Implementation: DEPOT

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>
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

**Installation Schedule**

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	16	38	39	39	39	35	36	36	36	36				
Output																					25	22	19	16	16	16	16	38	39	39	39	35	39	35	36	
	<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>				<u>FY-13</u>															
Quarter	1	2	3	4	1	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				2	3	4									
Output	36	36	53	53	54	53	48	49	49	49	49	34	35	35	35	28	29	29	29	27	27	27	27	27	27	29										

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: COMMERCIAL CENTRAL INTERFACE UNIT (CCIU) MN-603035

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16                      Class P

Models of Aircraft Affected: F-16 Blocks 25/30/32

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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 180, Reserve 70, ANG 363, Total 613

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					109	4.750	254	11.000	250	10.751		
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.500						
SIM/TRAINER												
SUPPORT-EQUIP					[1]	1.250						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					109	6.500	254	11.000	250	10.751		

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							613	26.501
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.500
SIM/TRAINER								
SUPPORT-EQUIP							[1]	1.250
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)							613	28.251

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 7 Months

Follow-On Lead Time: 7 Months

Milestones

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

02/13/2004  
 FY 2005 PB  
 Modification Title and No: COLOR DISPLAYS - CCIP MN-610250

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-16 Class P

Models of Aircraft Affected: F-16 BLOCK 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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 CLTS repair equipment. Aircraft Breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. Blk 50 kit procurements exceed installations due to unplanned attrition after contract award. 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**

The Block 50 EMD program is complete. Two engineering proof aircraft and one test aircraft were modified during the EMD program.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		11.921										
PROCUREMENT (3010)												
INSTALL KITS	207	10.597	47	1.766	100	3.632	86	4.164	100	5.146	83	3.680
KITS NONRECUR												
EQUIPMENT	207	64.017	[47]	11.465	[100]	20.584	[86]	23.597	[100]	29.164	[83]	20.849
EQUIP NONREC												
CHANGE ORDERS						1.800		1.300		0.900		0.900
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		2.933		3.092		2.200		2.100		2.050		1.900
INSTALLATION OF HARDWARE												
FY-99	23	2.342										
FY-00	37	4.051	[17]	2.572								
FY-01	79		[43]	6.504	[36]	5.783						
FY-02	51				[12]	1.928	[39]	4.938				
FY-03	47						[13]	1.646	[24]	3.728		
FY-04	100								[82]	12.739	[18]	3.023
FY-05	86										[72]	12.093
FY-06	100											
FY-07	83											
FY-08	6											
TOTAL INSTALL	60	6.393	60	9.076	48	7.711	52	6.584	106	16.467	90	15.116
TOTAL COST (BP-1100)	207	83.940	47	25.399	100	35.927	86	37.745	100	53.727	83	42.445

**Projected Financial Plan Continued**

(Totals may not add due to rounding)

INSTALLATION QTY

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION QTY	60		60		48		52		106		90	

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								11.921
PROCUREMENT (3010)								
INSTALL KITS	6	0.838					629	29.823
KITS NONRECUR EQUIPMENT	[6]	4.747					[629]	174.423
EQUIP NONREC CHANGE ORDERS		0.750						5.650
DATA SIM/TRAINER SUPPORT-EQUIP		1.760						16.035
INSTALLATION OF HARDWARE								
FY-99 23 KITS							[23]	2.342
FY-00 54 KITS							[54]	6.623
FY-01 79 KITS							[79]	12.287
FY-02 51 KITS							[51]	6.866
FY-03 47 KITS							[37]	5.374
FY-04 100 KITS							[100]	15.762
FY-05 86 KITS	[14]	2.416					[86]	14.509
FY-06 100 KITS	[85]	14.671	[15]	2.690			[100]	17.361
FY-07 83 KITS			[70]	12.556	[13]	2.447	[83]	15.003
FY-08 6 KITS					[6]	1.130	[6]	1.130
TOTAL INSTALL	99	17.087	85	15.246	19	3.577	619	97.257
TOTAL COST (BP-1100) (Totals may not add due to rounding)	6	25.182		15.246		3.577	629	323.188
INSTALLATION QTY	99		85		19		619	

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

**Milestones**

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
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



**Installation Schedule**

	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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																					4	12	18	9	17	16	13	16	15	18	6	12	12			
																					4	12	18	9	17	16	13	16	15	18	6	12				
	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>															
Quarter	1	2	3	4	1	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	5	14	18	29	26	26	25	21	22	22	25	23	25	27	24	24	20	20	21	11	8														
Output	12	15	5	14	18	29	26	26	25	21	22	22	25	23	25	27	24	24	20	20	21	11	8													

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: BLOCK 50 AIR-TO-AIR INTERROGATOR MN-612150

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16 Class P

Models of Aircraft Affected: F-16 BLOCK 50/52

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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 friendly/unknown designations and decreases the chance of fratricide. Aircraft breakdown number is lower than current Combat Air Force number due to anticipated attrition. Kit procurements exceed installations due to unplanned attrition after contract award. 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 Equipement unit costs. DMS costs fluctuate year to year per plan set forth in contract; therefore, unit costs will also fluctuate.

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

**Development Status**

Block 50/52 engineering design completed and released to manufacturing.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		5.336										
PROCUREMENT (3010)												
INSTALL KITS	204	8.325	37	1.434								
KITS NONRECUR												
EQUIPMENT	204	72.213	[37]	13.199								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.866										
INSTALLATION OF HARDWARE												
FY-00	34 KITS	0.912	[11]	0.622								
FY-01	79 KITS		[55]	3.112	[24]	1.625						
FY-02	91 KITS				[69]	4.672	[22]	1.551				
FY-03	37 KITS						[24]	1.691	[8]	0.585		
TOTAL INSTALL	23	0.912	66	3.734	93	6.297	46	3.242	8	0.585		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	204	82.316	37	18.367		6.297		3.242		0.585		
INSTALLATION QTY	23		66		93		46		8			

Fact Sheet: F-16 MN-612150 BLOCK 50 AIR-TO-AIR INTERROGATOR  
(Continued)

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	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]	4.737
FY-02	91	KITS					[91]	6.223
FY-03	37	KITS					[32]	2.276
TOTAL INSTALL							236	14.770
TOTAL COST (BP-1100)							241	110.807
(Totals may not add due to rounding)								
INSTALLATION QTY							236	

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
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

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
Quarter	1	2	3	4	1	2	3	4	1	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																	7	16	16	14	20	16	14	21	36	22	11	3	12	20		
																	7	16	16	14	20	16	14	21	36	22	11	3	12			
Quarter	1	2	3	4																												
Input	8																															
Output	20	8																														

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16                      Class P

Modification Title and No: ON BOARD OXYGEN GENERATION SYSTEM (OBOGS) MN-6300

Models of Aircraft Affected: F-16 C/D Models, All Blocks

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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 FY04 as Congressional Plus-ups. NOTE: Congressional language directed AF to conduct 4 year nondevelopmental OBOGS installation program without specific quantities. FY00 funding not sufficient to pay 100% of NRE and procurement of (1) kit. NRE funded over 2 fiscal years.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	136	8.062										
KITS NONRECUR		4.952										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.100										
SIM/TRAINER	5	0.630										
SUPPORT-EQUIP												
KIT PROOF		0.200										
INSTALLATION OF HARDWARE												
FY-01            84 KITS				3.478		1.122	[36]			[48]		
FY-02           52 KITS						2.848				[24]		[28]
TOTAL INSTALL				3.478		3.970	36			72		28
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	136	13.944		3.478		3.970						
INSTALLATION QTY							36			72		28

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							136	8.062
KITS NONRECUR								4.952
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.100
SIM/TRAINER							[5]	0.630
SUPPORT-EQUIP								
KIT PROOF								0.200
INSTALLATION OF HARDWARE								
FY-01           84 KITS							[84]	4.600
FY-02           52 KITS							[52]	2.848
TOTAL INSTALL							136	7.448
TOTAL COST (BP-1100)							136	21.392
(Totals may not add due to rounding)								
INSTALLATION QTY							136	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 24 Months

Follow-On Lead Time: 18 Months

Milestones

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

Installation Schedule

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter																																
Input																																
Output																																
Quarter																																
Input	18	10																														
Output	18	10																														

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: JOINT HELMET MOUNTED CUEING SYS - CCIP MN-650050

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16 Class P

Models of Aircraft Affected: F-16 BLOCK 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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 Breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. Blk 50 kit procurements exceed installations due to unplanned attrition after contract award. 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**

Block 50 hardware development is complete. The Block 40 EMD program is ongoing, which explains the continuing RDT&E effort in FY01-02. Two engineering proof aircraft and two test aircraft were modified during EMD.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		26.708										
PROCUREMENT (3010)												
INSTALL KITS	136	13.263	137	11.350	100	2.866	86	3.251	100	3.480	83	2.725
KITS NONRECUR												
EQUIPMENT	136	30.776	[137]	32.815	[100]	17.460	[86]	19.180	[100]	22.160	[83]	17.130
EQUIP NONREC												
CHANGE ORDERS						0.270		0.400		0.260		0.260
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		3.849		4.436		2.000		1.870		1.700		1.400
INSTALLATION OF HARDWARE												
FY-01			[28]	2.298								
FY-02			[3]	0.246	[101]	9.389	[4]	0.269				
FY-03							[107]	7.199	[24]	1.182		
FY-04									[82]	4.038	[18]	0.945
FY-05											[72]	3.777
FY-06												
FY-07												
FY-08												
TOTAL INSTALL			31	2.544	101	9.389	111	7.468	106	5.220	90	4.722
TOTAL COST (BP-1100)	136	47.888	137	51.145	100	31.985	86	32.169	100	32.820	83	26.237

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
(Totals may not add due to rounding)												
INSTALLATION QTY			31		101		111		106		90	

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								26.708
PROCUREMENT (3010)								
INSTALL KITS	6	1.108					648	38.043
KITS NONRECUR								
EQUIPMENT	[6]	6.859					[648]	146.380
EQUIP NONREC								
CHANGE ORDERS		0.200		0.190				1.580
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		1.100		0.300				16.655
INSTALLATION OF HARDWARE								
FY-01 28 KITS							[28]	2.298
FY-02 108 KITS							[108]	9.904
FY-03 137 KITS							[131]	8.381
FY-04 100 KITS							[100]	4.983
FY-05 86 KITS	[14]	0.755					[86]	4.532
FY-06 100 KITS	[85]	4.585	[15]	0.841			[100]	5.426
FY-07 83 KITS			[70]	3.924	[13]	0.765	[83]	4.689
FY-08 6 KITS					[6]	0.353	[6]	0.353
TOTAL INSTALL	99	5.340	85	4.765	19	1.118	642	40.566
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	6	14.607		5.255		1.118	648	243.224
INSTALLATION QTY	99		85		19		642	

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

**Milestones**

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
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**

Quarter	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>						
	1	2	3	4	1	2	3	4	1	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																													6	14	11	14	23	34	30
																													6	14	11	14	23	34	34
Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>														
1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4												
Input	22	17	39	33	30	25	25	26	23	22	22	23	24	24	26	25	22	21	20	22	8	11													
Output	30	22	17	39	33	30	25	25	26	23	22	22	23	24	24	26	25	22	21	20	22	8	11												



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: BLK 50 HTS PYLONS MN-660050

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16 Class P

Models of Aircraft Affected: F-16 Block 50/52

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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 only buy the pylons, purchasing one pylon per each HTS pod. 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-03		FY-04		FY-05		FY-06		FY-07	
	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	1.460	108	1.990	91	1.780
EQUIP NONREC								0.410		0.650		0.670
CHANGE ORDERS												
DATA				0.129				0.100		0.100		0.050
SIM/TRAINER												
SUPPORT-EQUIP								0.210		0.290		0.250
TOTAL COST (BP-1100)				0.129			96	2.180	108	3.030	91	2.750
(Totals may not add due to rounding)												

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								1.659
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							295	5.230
EQUIP NONREC								
CHANGE ORDERS								1.730
DATA								0.379
SIM/TRAINER								
SUPPORT-EQUIP								0.750
TOTAL COST (BP-1100)								<hr/>
(Totals may not add due to rounding)							295	8.089

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)						02/05	02/06	02/07
Delivery Date (Month/CY)						02/06	02/07	02/08

02/13/2004  
 FY 2005 PB  
 Modification Title and No: LINK 16 - CCIP MN-661650

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-16 Class P

Models of Aircraft Affected: F-16 BLOCK 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**Description/Justification**

This modification adds a Link 16 capable data link and any associated prerequisite modifications. Link 16 provides a jam-resistant, 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 is lower than current Combat Air Force numbers due to anticipated attrition. Blk 50 kit procurements exceed installations due to unplanned attrition after contract award. 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**

The Block 40 & 50 EMD Program is complete. Two engineering proof aircraft and two test aircraft were modified during EMD.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		52.873										
PROCUREMENT (3010)												
INSTALL KITS	136	13.110	137	5.855	100	6.773	86	5.611	100	5.071	83	4.172
KITS NONRECUR												
EQUIPMENT	136	47.068	[137]	14.010	[100]	15.075	[86]	12.487	[100]	11.285	[83]	9.285
EQUIP NONREC												
CHANGE ORDERS						1.200		1.200		0.790		0.780
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		1.214		1.115		1.600		1.800		0.960		0.770
INSTALLATION OF HARDWARE												
FY-01 28 KITS			[28]	2.298								
FY-02 108 KITS			[3]	0.246	[101]	9.389	[4]	0.269				
FY-03 137 KITS							[107]	7.199	[24]	1.182		
FY-04 100 KITS									[82]	4.038	[18]	0.945
FY-05 86 KITS											[72]	3.779
FY-06 100 KITS												
FY-07 83 KITS												
FY-08 6 KITS												
TOTAL INSTALL			31	2.544	101	9.389	111	7.468	106	5.220	90	4.724
TOTAL COST (BP-1100)	136	61.392	137	23.524	100	34.037	86	28.565	100	23.326	83	19.731

**Projected Financial Plan Continued**

(Totals may not add due to rounding)

INSTALLATION QTY

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION QTY			31		101		111		106		90	

	FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								52.873
PROCUREMENT (3010)								
INSTALL KITS	6	1.541					648	42.133
KITS NONRECUR EQUIPMENT	[6]	3.428					[648]	112.638
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP		0.540		0.570				5.080
		0.680		0.300				8.439
INSTALLATION OF HARDWARE								
FY-01 28 KITS							[28]	2.298
FY-02 108 KITS							[108]	9.904
FY-03 137 KITS							[131]	8.381
FY-04 100 KITS							[100]	4.983
FY-05 86 KITS	[14]	0.755					[86]	4.534
FY-06 100 KITS	[85]	4.585	[15]	0.841			[100]	5.426
FY-07 83 KITS			[70]	3.924	[13]	0.765	[83]	4.689
FY-08 6 KITS					[6]	0.353	[6]	0.353
TOTAL INSTALL	99	5.340	85	4.765	19	1.118	642	40.568
TOTAL COST (BP-1100) (Totals may not add due to rounding)	6	11.529		5.635		1.118	648	208.858
INSTALLATION QTY	99		85		19		642	

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

**Milestones**

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
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**

Quarter	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
	1	2	3	4	1	2	3	4	1	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	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	22	17	39	33	30	25	25	26	23	22	22	23	24	24	26	25	22	21	20	22	8	11										
Output	30	22	17	39	33	30	25	25	26	23	22	22	23	24	24	26	25	22	21	20	22	8	11									

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: F-16 TACTICAL DATA LINK (TDL) MN-661651

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16 Class P

Models of Aircraft Affected: F-16 Blocks 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

PE 0207445F

Team MOBIL

**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-resistant, 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 434, Reserve 0, ANG 85, Total 519

**Development Status**

Complete

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			144	34.900	98	22.466	91	22.087	91	22.238	77	19.075
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)			144	34.900	98	22.466	91	22.087	91	22.238	77	19.075
(Totals may not add due to rounding)												

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	18	12.230					519	132.996
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)	18	12.230					519	132.996

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 22 Months

Follow-On Lead Time: 22 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
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	

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB

Modification Title and No: AETC MTD UPGRADES-TECHNICAL TRAINING GROUP MN-8661

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-16 Class P

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

PE 0804731F

Team AIR

**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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	2	3.058	[1]	0.773	[6]	3.877						
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		3.058		0.773		3.877						



(Continued)

	FY-08		FY-09		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
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)	<hr/>								
(Totals may not add due to rounding)								7.708	

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>	<u>FY-15</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: AETC MTD UPGRADES-FIELD TRAINING DETACHMENTS MN-8662

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16 Class P

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

PE 0809731F

Team AIR

**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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	2	2.309	[4]	2.078	[2]	0.952	[20]	11.849	[11]	10.832	[19]	14.722
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.309		2.078		0.952		11.849		10.832		14.722

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER	[21]	16.959	[21]	17.283			[100]	76.984
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>		<hr/>		<hr/>		<hr/>	
(Totals may not add due to rounding)		16.959		17.283				76.984

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>	<u>FY-15</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: MISC ENGINE UPDATE MODS MN-99999E

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-16 Class P

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**Description/Justification**

These are low cost engine modifications in support of miscellaneous low cost ECP/CCP's.

Current FY02 program includes as a minimum: Frame Oil Tube Bracket (\$141,983), PW-229 4th IPT Blade ECI Kits (\$38,052), F110-100/129 Pump Screen (\$4,500) and F129 DEC Phi Restore (\$18,000)

Current FY03 program includes as a minimum: LP Support (\$311,000) and F100 Oil Scavenging (\$141,880)

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC		7.417		0.854		1.849		0.003		0.001		0.072
TOTAL COST (BP-1100)		7.417		0.854		1.849		0.003		0.001		0.072
(Totals may not add due to rounding)												

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MISC		0.015		0.392				10.603
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.015		0.392				10.603

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>												
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: LOW COST RETROFIT MODS MN-99999U

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-16 Class P

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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.

FY02 Program includes: IDM Secure Voice (\$141,947), and Spider Harness Integration (\$903,000)

FY03 programs include: Spider Wire Harness Kits (\$800,000)

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC		6.374		1.723		1.850		0.001		0.001		0.072
TOTAL COST (BP-1100)		6.374		1.723		1.850		0.001		0.001		0.072
(Totals may not add due to rounding)												

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MISC		0.014		0.392				10.427
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.014		0.392				10.427

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>												
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-16 Class P

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**Description/Justification**

These are low cost modifications (including simulators) necessary to improve reliability, maintainability, safety, and mission performance.

FY02 programs include: Ring Laser Gyro (\$75,000), Tank Shipping (\$40,713), Roll Pins (\$992), IDM H/W Upgrade (\$40,300) and CARA (\$211,764)

FY03 programs include: Block 40 Integrated Test Stand Mod (\$1,100,000)

FY04 programs include: GAS-1 Qualification (\$86,000)

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC		7.880		1.099		1.466		0.003		0.001		0.073
TOTAL COST (BP-1100)		7.880		1.099		1.466		0.003		0.001		0.073
(Totals may not add due to rounding)												



	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MISC		0.015		0.391				10.928
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.015		0.391				10.928

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>												
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

02/13/2004  
 FY 2005 PB

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-16 Class P

Modification Title and No: THEATER AIRBORNE RECONNAISSANCE SYSTEM MN-F16TAR

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0207217F

Team INFO

**Description/Justification**

The Theater Airborne Reconnaissance System (TARS) fills a niche for manned fighter-recce 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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	6	6.600	1	1.987								
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)	6	6.600	1	1.987								
(Totals may not add due to rounding)												
INSTALLATION QTY	6						1					

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							7	8.587
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)							7	8.587
(Totals may not add due to rounding)								
INSTALLATION QTY							7	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 16 Months

Follow-On Lead Time: 16 Months

**Milestones**

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)		09/00			08/03
Delivery Date (Month/CY)		01/02			12/04

**Installation Schedule**

Quarter	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>							
	1	2	3	4	1	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																		
Output													3	3																		

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: F110-GE-100/129 EMS ENHANCEMENTS MN-F19412

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-16 Class P

Models of Aircraft Affected: F-16 BLOCK 30/40/50

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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 both the F110-GE-100/129 engines with a more capable crash survivable EMSC. The new EMSC also is a commercially available part based design which eliminates an ongoing part obsolescence problem with the current EMSC. Implementation will be by forced retrofit at the O&I level. This quantity includes installed engines and spare engines other than those incorporated in production (some spare engines received the upgrade prior to delivery).

Aircraft Breakdown: Active 472, Reserve 52, ANG 255, Total 779

**Development Status**

Development complete through Engine Component Improvement Program (CIP).

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	443	8.253	384	6.554								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	443	8.253	384	6.554								
(Totals may not add due to rounding)												

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							827	14.807
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						827	14.807
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: F110-100 HPT C-CLIP BACKOFF MN-F19419

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16 Class P-S

Models of Aircraft Affected: F-16 Blk 30/40

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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.

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

**Development Status**

Development completed under engine CIP

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	470	2.989			243	3.000	88	1.086	55	0.677	29	0.360
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.017										
SIM/TRAINER												
SUPPORT-EQUIP												
TOOLING						0.007						
MOD Prep					[130]	0.200	[200]	0.300		0.160		0.170
CONTRACTOR SUPPORT						0.140		0.140				
TOTAL COST (BP-1100)	470	3.006			243	3.347	88	1.526	55	0.837	29	0.530
(Totals may not add due to rounding)												

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	69	0.850	11	0.140			965	9.102
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.017
SIM/TRAINER								
SUPPORT-EQUIP								
TOOLING								0.007
MOD Prep		0.170					[330]	1.000
CONTRACTOR SUPPORT								0.280
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	69	1.020	11	0.140			965	10.406

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: F110 ENGINE SERVICE LIFE EXTENSION PROGRAM (SLEP) MN-F19424

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-16 Class P

Models of Aircraft Affected: F-16 Blocks 30/40/50

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**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 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 NRIFSD rate of 4.4 per 100K 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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							95	34.398	124	45.303	124	46.200
EQUIP NONREC												
CHANGE ORDERS												
DATA								2.500				
SIM/TRAINER												
SUPPORT-EQUIP								7.500				
INSTALLATION OF HARDWARE												
FY-05		95 KITS							[95]			
FY-06		124 KITS									[124]	
FY-07		124 KITS										
FY-08		124 KITS										
FY-09		124 KITS										
FY-10		124 KITS										
FY-11		127 KITS										
TOTAL INSTALL									95		124	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								95	44.398	124	45.303	46.200
INSTALLATION QTY									95		124	



(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	124	47.000	124	47.800	251	99.954	842	320.655
EQUIP NONREC								
CHANGE ORDERS								
DATA								2.500
SIM/TRAINER								
SUPPORT-EQUIP								7.500
INSTALLATION OF HARDWARE								
FY-05 95 KITS								[95]
FY-06 124 KITS								[124]
FY-07 124 KITS	[124]							[124]
FY-08 124 KITS			[124]					[124]
FY-09 124 KITS					[124]			[124]
FY-10 124 KITS					[124]			[124]
FY-11 127 KITS					[127]			[127]
TOTAL INSTALL	124		124		375		842	
TOTAL COST (BP-1100)	124	47.000	124	47.800	251	99.954	842	330.655
(Totals may not add due to rounding)								
INSTALLATION QTY	124		124		375		842	

Method of Implementation: COMBINATION

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

**Milestones**

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>
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**

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	23	24	24	24	31	31	31	31	31	31	31	31	31	31	31	31
Output																	23	24	24	24	31	31	31	31	31	31	31	31	31	31	31	31
Quarter	<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>																							
1	2	3	4	1	2	3	4	1	2	3	4																					
Input	31	31	31	31	31	31	31	31	31	31	32	32	32																			
Output	31	31	31	31	31	31	31	31	31	31	32	32	32																			

**THIS PAGE INTENTIONALLY LEFT BLANK**

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-22			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$23.927	\$8.223	\$70.087	\$32.822	\$66.887	\$129.011	\$141.685

The F/A-22 program is the next generation multi-mission air superiority fighter to counter emerging worldwide threats. The F/A-22 is designed to penetrate enemy airspace and achieve a first-look, first-kill capability against multiple targets. The primary modification budgeted in FY05 is the 4th Generation ARRAY. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	17607	TEST INSTRUMENTATION	11.2								11.2
	F22000	LOW COST MODS (ENGINE)			1.0	1.0					2.0
	F22001	COMMON CONFIGURATION	4.9	6.4	28.5	1.9	2.2	61.6	57.0		164.6
	F22002	JTIDS XMIT				26.4	27.5	32.0	32.6		118.5
	F22003	SMALL DIAMETER BOMB (SD							16.0		16.0
	F22004	LOW COST MOD (Air Vehicle)	1.5	1.8	1.0	1.0					5.3
	F22005	4TH GENERATION ARRAY			39.6	2.5	2.5				44.6
	F22006	SYSTEM MATURATION					34.7	35.4	36.0		106.1
	Z88888	REPROGRAMMINGS	6.4								6.4
<b>TOTAL FOR CLASS P</b>			23.9	8.2	70.1	32.8	66.9	129.0	141.7	0.0	474.8
<b>TOTAL FOR WEAPON SYSTEM F-22</b>			23.9	8.2	70.1	32.8	66.9	129.0	141.7	0.0	474.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 28	PAGE NO. 1	
--	-------------------------------	---------------	--

02/13/2004  
 FY 2005 PB  
 Modification Title and No: TEST INSTRUMENTATION MN-17607

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-22 Class P

Models of Aircraft Affected: F/A-22

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

**Description/Justification**

ACC determined that PRTV II 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 will be definitized Feb 04 (currently on Undefined Contractual Authorization).

Aircraft Breakdown: Active 3, Reserve 0, ANG 0, Total 3

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			3	11.152								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)			3	11.152								
(Totals may not add due to rounding)												

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							3	11.152
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						3	11.152
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)		06/03
Delivery Date (Month/CY)		06/04

02/13/2004  
 FY 2005 PB  
 Modification Title and No: LOW COST MODS (ENGINE) MN-F22000

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-22 Class P

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0207219F Team Unassigned

**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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
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)												

(Continued)

	FY-08		FY-09		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
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)	<hr/>								2.000
(Totals may not add due to rounding)									

Method of Implementation:

Initial Lead Time: 8 Months

Follow-On Lead Time: 8 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)				01/05	01/06
Delivery Date (Month/CY)				09/05	09/06

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: COMMON CONFIGURATION MN-F22001

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-22 Class P

Models of Aircraft Affected: F/A-22

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

**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 and funding availability. This effort also provides for a DMS program required to maintain an executable common configuration program.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0, Total 32

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			6	4.875	4	2.972	5	25.000				
EQUIP NONREC						3.415		3.470				
CHANGE ORDERS									1.030			1.092
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												



**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-03			6									
FY-04			4									
FY-05			5						[10]	0.865		
FY-08			8								[5]	1.104
FY-09			9									
TOTAL INSTALL									10	0.865	5	1.104
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			6	4.875	4	6.387	5	28.470		1.895		2.196
INSTALLATION QTY									10		5	

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	8	57.956	9	53.313			32	144.116
EQUIP NONREC		3.657		3.723				16.387
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-03	6							
FY-04	4						[10]	0.865
FY-05	5						[5]	1.104
FY-08	8							
FY-09	9							
TOTAL INSTALL							15	1.969
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	8	61.613	9	57.036			32	162.472
INSTALLATION QTY			4				32	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

**Milestones**

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

**Installation Schedule**

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

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: LOW COST MOD (Air Vehicle) MN-F22004

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-22 Class P

Models of Aircraft Affected: F/A-22

Center: ASC - Wright Patterson AFB, OH

PE 0207219F Team Unassigned

**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.

The FY03 funding was originally requested in the FY03PB appropriation as Air Vehicle Acceptance (AVA) but was subsequently moved to the this 'Low Cost Mod' line.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT				1.500		1.836		1.000		1.000		
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
TOTAL COST (BP-1100)				1.500		1.836		1.000		1.000		
(Totals may not add due to rounding)												

(Continued)

	FY-08		FY-09		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT								5.336	
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
AIRCRAFT									
TOTAL COST (BP-1100)	<hr/>								5.336
(Totals may not add due to rounding)								5.336	

Method of Implementation:

Initial Lead Time: 8 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)			01/04
Delivery Date (Month/CY)			09/04

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: 4TH GENERATION ARRAY MN-F22005

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-22 Class P

Models of Aircraft Affected: F/A-22

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

**Description/Justification**

-A new AN/APG -77(V)1 Radar (4th generation radar) is envisioned for all Block 30 aircraft with production inline incorporation projected to miss some Block 30 aircraft.  
-This effort is to incorporate/retrofit the new 4th generation radar on to Block 30 aircraft missed by the production inline incorporation.

-This effort provides funding for four (4) sets of group A and group B hardware and associated retrofit kits for upgrading 4 Block 30 aircraft with the new 4th generation radar.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

**Development Status**

Entering sub-system level test in FY04.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS								5.617				
KITS NONRECUR												
EQUIPMENT							4	34.000				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-05 4 KITS									[2]	2.500	[2]	2.500
TOTAL INSTALL									2	2.500	2	2.500
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							4	39.617		2.500		2.500
INSTALLATION QTY										4		

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								5.617
KITS NONRECUR								
EQUIPMENT							4	34.000
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-05           4 KITS							[4]	5.000
TOTAL INSTALL							4	5.000
TOTAL COST (BP-1100)							4	44.617
(Totals may not add due to rounding)								
INSTALLATION QTY							4	

Method of Implementation: CONTRACT FIELD TEAM  
 Initial Lead Time: 18 Months                      Follow-On Lead Time: 18 Months

**Milestones**

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)				11/04
Delivery Date (Month/CY)				05/06

**Installation Schedule**

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	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																								

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: A/T-37				
	2003	2004	2005	2006	2007	2008	2009	
<b>COST (In Mil)</b>	\$0.078	\$0.078	\$0.078	\$0.084	\$0.086	\$0.089	\$0.090	

The T-37 is a twin engine, two seat (side-by-side), subsonic jet trainer used by AETC as a primary trainer in Undergraduate Pilot and Navigator Training. The overall goal of the modification budgeted in FY04 is to enhance flight safety while improving reliability and maintainability. The specific modification budgeted and programmed is below.

CLASS	MOD NR	MODIFICATION TITLE	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODIFIC	0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.4
<b>TOTAL FOR CLASS P-S</b>			0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	1.4
P	99999X	LOW COST MODIFICATIONS		0.1	0.1	0.1	0.1	0.1	0.1		0.6
	Z88888	REPROGRAMMINGS	0.0	0.1							0.1
<b>TOTAL FOR CLASS P</b>			0.0	0.2	0.1	0.1	0.1	0.1	0.1	0.0	0.7
<b>TOTAL FOR WEAPON SYSTEM A/T-37</b>			0.1	0.3	0.2	0.2	0.2	0.2	0.2	0.0	2.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 29	PAGE NO. 1	
--	-------------------------------	---------------	--

**THIS PAGE INTENTIONALLY LEFT BLANK**



UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-5			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$73.953	\$91.364	\$99.601	\$95.651	\$235.490	\$596.236	\$817.229

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 FY05 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.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	6038	AVIONICS MODERNIZATION P	58.3	76.9	89.7	93.8					807.7
	6103	HYDRAULIC SURGE CONTRO	0.1								1.7
	6154	C-5 RELIABILITY ENHANCEME					235.4	596.1	817.1	7,216.3	113,483.5
	8097	SIM UPGRADE	3.0								3.0
	8662	AETC MTD UPGRADES-FIELD	1.3		0.8	1.7					3.9
	8719	EMERGENCY DC POWER GE	3.4	12.0	9.0						36.0
	8763	MADARS III	7.8								8.9
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.1	0.1		4.9
	Z88888	REPROGRAMMINGS	0.1	2.4							3.2
<b>TOTAL FOR CLASS P</b>			74.2	91.4	99.6	95.7	235.5	596.2	817.2	7,216.3	114,352.8
<b>TOTAL FOR WEAPON SYSTEM C-5</b>			74.2	91.4	99.6	95.7	235.5	596.2	817.2	7,216.3	114,352.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 30	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: AVIONICS MODERNIZATION PROGRAM MN-6038

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-5 Class P

Models of Aircraft Affected: C-5A/B/C

Center: WRALC Robins AFB GA

PE 0401119F Team MOBIL

**Description/Justification**

The purpose of this modification is for Global Air Traffic Management (GATM) compliance/nav safety. It redesigns the avionics components to replace unreliable Line Replacement Units (LRU) 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 communication, navigation and surveillance equipment will improve air traffic management under GATM 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).

Aircraft Breakdown: Active 33, Reserve 14, ANG 6, Total 53

**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. Two more testing blocks are planned with an estimated completion of verification testing in the first quarter of FY05 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.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	2	203.634		80.700		65.502		10.927				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			8	22.372	18	44.066	18	46.170	9	24.239		
EQUIP NONREC												
CHANGE ORDERS		3.150		3.360		6.099		6.448		6.750		
DATA				0.740		4.314		1.050		1.080		
SIM/TRAINER	4	7.436					[3]	3.900	[3]	4.290		
SUPPORT-EQUIP		0.814		10.884		13.533		10.057		7.359		
TCAS NRE	2	0.212										
TCAS INTG/INSTL	11	1.987										
WST NRE	1	8.100	[1]	12.711								
CPT NRE									[1]	7.000		
WPT INTG/INSTL				5.434					[7]	15.187		
CPT INTG/INSTL							[1]	1.995	[1]	3.000		
MTD KITS	3	19.094										
TCAS	126	18.198										
INSTALLATION OF H	126	4.648										
OGC		0.967		2.846		3.088		5.380		7.144		
AWAITING RECLASSIFICATION												
OMNIBUS												

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-03			8 KITS		[5]	5.794	[3]	3.477				
FY-04			18 KITS				[18]	11.244				
FY-05			18 KITS						[18]	11.996		
FY-06			9 KITS						[9]	5.800		
TOTAL INSTALL					5	5.794	21	14.721	27	17.796		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		64.606	8	58.347	18	76.894	18	89.721	9	93.845		
INSTALLATION QTY					5		21		18			

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							[2]	360.763
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							53	136.847
EQUIP NONREC								
CHANGE ORDERS								25.807
DATA								7.184
SIM/TRAINER							[10]	15.626
SUPPORT-EQUIP								42.647
TCAS NRE							[2]	0.212
TCAS INTG/INSTL							[11]	1.987
WST NRE							[2]	20.811
CPT NRE							[1]	7.000
WPT INTG/INSTL							[7]	20.621
CPT INTG/INSTL							[2]	4.995
MTD KITS							[3]	19.094
TCAS							[126]	18.198
INSTALLATION OF H							[126]	4.648
OGC								19.425
AWAITING RECLASSIFICATION								
OMNIBUS								
INSTALLATION OF HARDWARE								
FY-03           8 KITS							[8]	9.271
FY-04           18 KITS							[18]	11.244
FY-05           18 KITS							[18]	11.996
FY-06           9 KITS							[9]	5.800
TOTAL INSTALL							53	38.311
TOTAL COST (BP-1100)							53	383.413
(Totals may not add due to rounding)								
INSTALLATION QTY							53	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

**Installation Schedule**

		<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
Quarter	1	2	3	4	1	2	3	4	1	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	1	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>																			
Input		2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																	
Output				5	5	5	5	6	4	4	5	5	4	3	2																		

02/13/2004  
 FY 2005 PB  
 Modification Title and No: SIM UPGRADE MN-8097

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-5 Class P

Models of Aircraft Affected:

Center: OO-ALC - Hill AFB, UT

PE 0401897F

Team MOBIL

**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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[0]	3.001								
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				3.001								

	FY-08		FY-09		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
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)	<hr/>								3.001
(Totals may not add due to rounding)								3.001	

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)		02/03
Delivery Date (Month/CY)		02/04

02/13/2004  
 FY 2005 PB  
 Modification Title and No: AETC MTD UPGRADES-FIELD TRAINING DETACHMENTS MN-8662

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-5 Class P

Models of Aircraft Affected: Center: OO-ALC - Hill AFB, UT PE 0809731F Team AIR

**Description/Justification**

(NOTE: Funds transferred to MN-Z89731 for AQXR tracking purposes)  
 There are several C-5 trainers (Brake and Main Landing Gear Trainer, Nose Landing Gear Trainer, Flight Control Trainer, Air Conditioning and Pressurization Systems Trainer) whose operation no longer accurately reflects 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 will demonstrate normal, abnormal, degraded, manual, and emergency aircraft system operation for brake and main landing gear operation.

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

**Development Status**

TBD

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER				1.306			0.817			1.743		
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				1.306			0.817			1.743		
(Totals may not add due to rounding)				1.306			0.817			1.743		



(Continued)

	FY-08		FY-09		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER								3.866	
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								3.866
(Totals may not add due to rounding)								3.866	

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)		01/03
Delivery Date (Month/CY)		01/04

02/13/2004  
 FY 2005 PB  
 Modification Title and No: EMERGENCY DC POWER GENERATOR MN-8719

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-5 Class P

Models of Aircraft Affected: C-5A/B/C

Center: WRALC Robins AFB GA

PE 0401119F Team MOBIL

**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-03		FY-04		FY-05		FY-06		FY-07	
	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	7.090						
EQUIP NONREC												
CHANGE ORDERS						0.139						
DATA				1.350				1.000				
SIM/TRAINER			[1]	0.400	[3]	0.450	[7]	0.500				
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-03 10 KITS												
FY-04 102 KITS					[12]	1.800						
FY-05 0 KITS							[100]	7.454				
TOTAL INSTALL					12	1.800	100	7.454				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			10	3.406	102	11.969		8.954				
INSTALLATION QTY					12		100					

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[112]	3.090
KITS NONRECUR								0.250
EQUIPMENT							112	7.896
EQUIP NONREC								0.139
CHANGE ORDERS								2.350
DATA								1.350
SIM/TRAINER							[11]	
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-03           10 KITS								
FY-04           102 KITS							[12]	1.800
FY-05           0 KITS							[100]	7.454
TOTAL INSTALL							112	9.254
TOTAL COST (BP-1100)							112	24.329
(Totals may not add due to rounding)								
INSTALLATION QTY							112	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 10 Months

Follow-On Lead Time: 7 Months

**Milestones**

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

**Installation Schedule**

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									2	10	25	25	25	25	25	25
Output									2	10	25	25	25	25	25	25

02/13/2004  
 FY 2005 PB  
 Modification Title and No: MADARS III MN-8763

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-5 Class P

Models of Aircraft Affected:

Center: WRALC Robins AFB GA

PE 0401119F Team MOBIL

**Description/Justification**

MADARS Multi-Function Display Controller Recorder w/Printer. MADARS DU, CU & MDR unsupportable due to parts obsolescence. 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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	67	1.050	45	7.802								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	67	1.050	45	7.802								

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							112	8.852
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)							112	8.852
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)			03/03
Delivery Date (Month/CY)			09/03

**THIS PAGE INTENTIONALLY LEFT BLANK**

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-9			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$1.296	\$0.971	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

This line item funds modifications to the C-9 aircraft, commercial equivalent DC-9. The C-9A is a medium-range, twin-engine, jet transport designed to carry patients and medical personnel. The C-9C is used to transport the vice-president, cabinet members, members of Congress and other high ranking U.S. and foreign officials.

CLASS	MOD NR	MODIFICATION TITLE	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	1.0	0.8							21.2
	99999X	LOW COST MODIFICATIONS	0.3	0.1							5.2
	Z88888	REPROGRAMMINGS	0.1	0.1							0.3
<b>TOTAL FOR CLASS P</b>			1.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	26.8
<b>TOTAL FOR WEAPON SYSTEM C-9</b>			1.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	26.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 31	PAGE NO. 1	
--	-------------------------------	---------------	--

**THIS PAGE INTENTIONALLY LEFT BLANK**



UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-17			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$93.885	\$48.737	\$89.144	\$314.235	\$369.068	\$564.703	\$695.782

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 FY05 is the Large Aircraft Infrared Counter Measures (LAIRCM). The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	_1058	Mission Computer Replacement						18.0	12.3	77.1	550.3
	_2109	Hydraulic Isolation Valves						12.2	4.3	28.9	195.4
	_2394	Demand Assigned Multiple Acce							24.9	33.9	255.7
	_2746	On Board Loose Equipment						9.4	4.6	7.5	46.6
	_3056	Formation Flying System				0.7	8.6	12.0	12.3	23.6	144.2
	_7284	Floatation Emergency Deployme							2.8	31.9	195.4
	_7655	LOX Bottle Protection				3.7	6.8	6.9	7.0	4.0	43.9
	_8608	COVERT LIGHTING				11.2	17.0	27.3	32.8	45.6	323.9
	0399	AIRLIFT DEFENSIVE SYSTEM	1.1	0.2	1.3	4.1	3.2	1.0			23.0
	4660	OPEN SYSTEMS COMMUNICA				39.5	52.3	50.8	36.1	6.4	289.8
	5029	AERIAL DELIVERY SYSTEM IM	1.8	2.0	3.7						11.4
	6008	AEROMED LITTER STANCHIO	1.1								22.6
	6026	400 POUND PARATROOPER S	0.8	0.7	0.7	0.7	0.7	7.7	0.3		31.5
	6401	GATM - AUTOMATICE DEPEN						13.4	4.3	26.4	182.3
	6402	OBIGGS II				69.8	32.1	49.3	51.2	202.8	1,474.2
	6406	MOBILITY 2000 (M2K)				2.1	2.9	2.9	1.4		12.1
	6409	AERIAL DELIVERY SYSTEM IM						11.5	9.1	36.2	231.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 32	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-17			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$93.885	\$48.737	\$89.144	\$314.235	\$369.068	\$564.703	\$695.782

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 FY05 is the Large Aircraft Infrared Counter Measures (LAIRCM). The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
	6410	SELF-SUFFICIENCY				36.3	10.1	51.2	60.1	254.9	1,491.6
	6411	ARMY COMMUNCIATION REQ				10.7	14.5	13.1	3.3		61.8
	6412	EXTENDED RANGE RETROFI			40.0	5.0	42.0	68.6	71.0	314.8	2,609.9
	6414	GATM - RNP IMPROVEMENTS				1.1	21.5	35.0	35.7	72.1	401.8
	6415	CREW ARMOR PLATING PRO						10.0	16.8	46.9	259.3
	6417	IMBEDDED TOW PLATE ADAP						0.7	1.1	3.8	18.8
	6421	WING LEADING EDGE FIRE S				8.2	13.5	16.6	18.3	40.0	235.3
	6422	OBSOLESCENCE - WEATHER				10.7	13.2	13.6	14.0	9.0	91.1
	8332	SIDEWALL LINER/OXYGEN B	0.9								12.7
	8629	LARGE AIRCRAFT INFRARED	56.3	29.0	40.3	93.6	115.3	118.1	256.1	23.8	843.5
	9709	GATM PHASE II	6.0								45.7
	9710	BLOCK 12 SOFTWARE	1.4								3.5
	9714	STATION KEEPING FOLLOW-	5.7	2.7	1.0	0.9					24.3
	9721	ALTERNATE EEC POWER	0.4								1.8
	9722	SLAT TRACK DOOR BRACKET	0.8	0.5							2.7
	9723	FIXED LEADING EDGE FORM	2.4	1.9							6.5
	9726	COMBUSTION EXIT TEMPERA	2.1								112.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 32	PAGE NO. 2	
--	-------------------------------	---------------	--

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-17			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$93.885	\$48.737	\$89.144	\$314.235	\$369.068	\$564.703	\$695.782

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 FY05 is the Large Aircraft Infrared Counter Measures (LAIRCM). The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
	9735	STABILIZER STRUTS PHASE I				8.3	13.5	13.7	14.0	7.5	90.9
	99999X	LOW COST MODIFICATIONS			0.5	2.0	2.0	2.0	2.0	4.0	14.5
	TAWS	TERRAIN AWARENESS & WA	19.1	10.9	1.8	5.7					69.0
	Z88888	REPROGRAMMINGS	-6.0	1.1							-4.9
<b>TOTAL FOR CLASS P</b>			93.9	48.9	89.2	314.3	369.1	564.8	695.8	1,301.2	10,425.4
<b>TOTAL FOR WEAPON SYSTEM C-17</b>			93.9	48.9	89.2	314.3	369.1	564.8	695.8	1,301.2	10,425.4

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 32	PAGE NO. 3	
--	-------------------------------	---------------	--

02/13/2004  
 FY 2005 PB

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-17 Class P

Modification Title and No: AIRLIFT DEFENSIVE SYSTEMS-COUNTERMEASURES MN-0399

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**Description/Justification**

This modification upgrades the countermeasures package-missile warning system, flare dispenser, and missile diverting flares.

FY03 spares funds are for a 32 repeater rotatable pool due to the lead time to retrofit the current repeaters. Each following year's spares cost are for retrofit of 2 repeaters per aircraft being modified.

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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	41	2.357	15	0.785					35	2.499	21	1.530
KITS NONRECUR EQUIPMENT						0.006						
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER												
SUPPORT-EQUIP SPARES		0.141		0.283			0.184		0.168			0.210
INSTALLATION OF HARDWARE												
FY-01 31 KITS					[1]	0.075	[27]	1.080	[3]	0.122		
FY-02 10 KITS									[10]	0.408		
FY-03 15 KITS									[15]	0.612		
FY-04 0 KITS										0.028		
FY-05 0 KITS										0.286		
FY-06 35 KITS											[35]	1.458
FY-07 21 KITS												
TOTAL INSTALL					1	0.075	27	1.080	28	1.456	35	1.458
TOTAL COST (BP-1100) (Totals may not add due to rounding)	41	2.498	15	1.068		0.081		1.264	35	4.123	21	3.198
INSTALLATION QTY							22		27		34	

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							112	7.171
KITS NONRECUR								0.006
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.141
SPARES		0.126						0.971
INSTALLATION OF HARDWARE								
FY-01 31 KITS							[31]	1.277
FY-02 10 KITS							[10]	0.408
FY-03 15 KITS							[15]	0.612
FY-04 0 KITS								0.028
FY-05 0 KITS								0.286
FY-06 35 KITS							[35]	1.458
FY-07 21 KITS	[21]	0.893					[21]	0.893
TOTAL INSTALL	21	0.893					112	4.962
TOTAL COST (BP-1100)							112	13.251
(Totals may not add due to rounding)		1.019						
INSTALLATION QTY	29						112	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
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

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Quarter	1	2	3	4	1	2	3	4	1	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																	1	7	7	7	6	7	7	7	7	7	7	7	9	9	9	9				
Output																	1	7	7	7	6	7	7	7	7	7	7	7	7	9	9	9				
Quarter	<u>FY-08</u>				<u>FY-09</u>																															
Input	8	8	8	5	1	2	3	4																												
Output	9	8	8	8	5																															

02/13/2004  
 FY 2005 PB

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-17 Class P

Modification Title and No: AERIAL DELIVERY SYSTEM IMPROVEMENTS MN-5029

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**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.

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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	42	0.625	33	0.352	10	0.275						
KITS NONRECUR EQUIPMENT		0.272										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								2.347				
INSTALLATION OF HARDWARE												
FY-01 9 KITS	1	0.136	[8]	0.450								
FY-02 33 KITS			[17]	0.959	[16]	0.832						
FY-03 33 KITS					[17]	0.884	[16]	0.832				
FY-04 10 KITS							[10]	0.473				
TOTAL INSTALL	1	0.136	25	1.409	33	1.716	26	1.305				
TOTAL COST (BP-1100)	42	1.033	33	1.761	10	1.991		3.652				
(Totals may not add due to rounding)												
INSTALLATION QTY	1		18		32		28					

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							85	1.252
KITS NONRECUR								0.272
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								2.347
INSTALLATION OF HARDWARE								
FY-01           9 KITS							[9]	0.586
FY-02           33 KITS							[33]	1.791
FY-03           33 KITS							[33]	1.716
FY-04           10 KITS							[10]	0.473
TOTAL INSTALL							85	4.566
TOTAL COST (BP-1100)							85	8.437
(Totals may not add due to rounding)								
INSTALLATION QTY							85	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

Quarter	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>									
	1	2	3	4	1	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			9	8	8	8			7	7	6	6				
Output												1			6	6	6	7			9	8	8	8			8	7	7	6			6	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: AEROMED LITTER STANCHION REDESIGN MN-6008

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**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.

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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
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												
TOTAL INSTALL	35	7.598	5	1.116								
TOTAL COST (BP-1100)	40	21.518		1.116								
(Totals may not add due to rounding)												
INSTALLATION QTY	35		5									



	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
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)							40	22.634
(Totals may not add due to rounding)								
INSTALLATION QTY							40	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

**Milestones**

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>
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**

Quarter	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>							
	1	2	3	4	1	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			

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: EXTENDED RANGE RETROFIT MN-6412

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-17 Class P

Models of Aircraft Affected: Center: PE Team

**Description/Justification**

This program increases aircraft fuel capacity by no less than 9600 gallons while adding no more than 2300 pounds to the gross aircraft weight. The modification includes structural improvements to the wing and fuselage, and changes to subsystems and software. The FY05 change (+\$39.9M) will be used for non-recurring engineering (NRE), time-critical technical orders (TCTO), and kit-proofing for the extended range (ER) retrofit. Programmatically, we need to open the wing section only once for savings in time and money when we do the ER retrofit and the OBIGGS 2 retrofit actions. OBIGGS 2 is currently funded for retrofit actions in FY06. Development of engineering drawings (non-recurring activities) are already in work under PTP-0111. This effort had to start when it did because of system development/qualification, etc.

In order to have ER retrofit in a position for FY06 kit proofing (simultaneous with OBIGGS 2), the up-front installation design effort must be accomplished in FY05. Accomplishment any later would prohibit simultaneous execution of the two retrofit projects.

Project Plan: AV/FS-029b

Aircraft Breakdown: Active 70, Reserve 0, ANG 0, Total 70

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									1	5.005	8	36.679
KITS NONRECUR						40.006						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-06		1 KITS									[1]	5.298
FY-07		8 KITS										
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	5.298
TOTAL COST (BP-1100)											8	41.977
(Totals may not add due to rounding)							40.006		1	5.005		
INSTALLATION QTY											1	

	FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	10	46.674	10	47.514	41	203.960	70	339.832
KITS NONRECUR EQUIPMENT								40.006
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-06 1 KITS							[1]	5.298
FY-07 8 KITS	[8]	21.952					[8]	21.952
FY-08 10 KITS			[10]	23.460			[10]	23.460
FY-09 10 KITS					[10]	22.423	[10]	22.423
FY-10 10 KITS					[10]	21.391	[10]	21.391
FY-11 10 KITS					[10]	21.375	[10]	21.375
FY-12 10 KITS					[10]	21.538	[10]	21.538
FY-13 10 KITS					[10]	21.822	[10]	21.822
FY-14 1 KITS					[1]	2.241	[1]	2.241
TOTAL INSTALL	8	21.952	10	23.460	51	110.790	70	161.500
TOTAL COST (BP-1100) (Totals may not add due to rounding)	10	68.626	10	70.974	41	314.750	70	541.338
INSTALLATION QTY	6		10		53		70	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>
Contract Date (Month/CY)				03/05	01/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14
Delivery Date (Month/CY)				03/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15

**Installation Schedule**

	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	1	2	3	4	1	2	3	4	1	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																																
Input	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2
Output	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	2	3	3	2

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM) MN-8629

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17                      Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401134F

Team MOBIL

**Description/Justification**

The Large Aircraft Infrared Countermeasures System (LAIRCM) provides significantly improved defensive capability for the AF's airlift and tanker aircraft to counter the proliferating IR Man-Portable Air-Defense Systems (MANPADS) missiles. FY01 was first year for LAIRCM RDT&E funding (PE 41130F). This system employs an ultra-violet missile-warning system, a missile-tracking system, and multi-band laser jammers to detect, track, and counter any incoming IR missiles.

The C-17 LAIRCM configuration consists of missile warning and tracking systems, colorless eye-safe multi-band laser turret assemblies, and the appropriate processors & wiring. This system is be fully automatic following power-up. Phase I installs today's LAIRCM (small turret and ultra-violet MWS) on the first 16 C-17s and 8 C-130s to meet AMC's urgent and compelling need for advanced IR countermeasures. Today, the AF plans to equip 137 AF airlift and tanker aircraft with LAIRCM (71 C-17s, 32 C-130s, 22 KC-135s and 12 KC-10s). This force is sized to be able to support Two Small Scale Contingencies (2 SSC) simultaneously for approximately one month.

Phase II develops the Next Generation Advanced Missile Warning System (NexGen MWS) and a new all laser mini-turret to increase the effectiveness and affordability of LAIRCM. The Phase I C-17s will be retrofitted with the mini-turrets beginning in FY07 and with the NexGen MWS when production begins in FY07.

PE 41134F is a PE established in FY02 to consolidate LAIRCM into one PE for RDT&E and installation.

Aircraft Breakdown: Active 69, Reserve 0, ANG 0, Total 69

**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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	43.315		24.960		36.790		37.180		15.941		
PROCUREMENT (3010)												
INSTALL KITS			[10]	11.690			[8]	8.000			[5]	8.010
KITS NONRECUR EQUIPMENT	4	23.370	2	21.186	4	26.468	4	28.067			5	23.480
EQUIP NONREC CHANGE ORDERS				3.881				2.020				
DATA				1.496		0.946		0.183				2.273
SIM/TRAINER			[1]	3.040							[4]	5.225
SUPPORT-EQUIP				1.080		1.576		2.057		6.217		
INSTALLATION OF H			[8]	9.764								5.400
RETROFIT KITS				4.174					[18]	87.428	[23]	70.919
TOTAL COST (BP-1100)	4	23.370	2	56.311	4	28.990	4	40.327		93.645	5	115.307
(Totals may not add due to rounding)												

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							[1]	158.186
PROCUREMENT (3010)								
INSTALL KITS	[14]	28.120	[19]	36.110			[56]	91.930
KITS NONRECUR EQUIPMENT	14	88.515	36	209.769			69	420.855
EQUIP NONREC								
CHANGE ORDERS				3.590				9.491
DATA		1.427		2.650				8.975
SIM/TRAINER							[5]	8.265
SUPPORT-EQUIP				4.012				14.942
INSTALLATION OF H					[19]	23.800	[27]	38.964
RETROFIT KITS							[41]	162.521
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	14	118.062	36	256.131		23.800	69	755.943

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: GATM PHASE II MN-9709

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**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 accommodate 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 accommodate 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 annunciations for the IFF and TCAS. This mod is required by International Civil Aviation Organizations and the Federal Aviation Administration.

Aircraft Breakdown: Active 70, Reserve 0, ANG 0, Total 70

**Development Status**

Design completed Jul 99.

**Projected Financial Plan**

PRIOR	FY-03	FY-04	FY-05	FY-06	FY-07
-------	-------	-------	-------	-------	-------

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
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	22	3.985	[11]	2.015								
FY-02 22 KITS			[22]	4.031								
TOTAL INSTALL	37	8.092	33	6.046								
TOTAL COST (BP-1100)	70	39.656		6.046								
(Totals may not add due to rounding)												
INSTALLATION QTY	29		33									



	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
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]	6.000
FY-02		22 KITS					[22]	4.031
TOTAL INSTALL							70	14.138
TOTAL COST (BP-1100)							70	45.702
(Totals may not add due to rounding)								
INSTALLATION QTY							70	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 10 Months

**Milestones**

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)	03/00	06/01	12/01	
Delivery Date (Month/CY)	03/01	04/02	10/02	

**Installation Schedule**

Quarter	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
	1	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	8	9	8	8	8						
Output										4	9	8	8	8	8	9	8	8						

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: BLOCK 12 SOFTWARE MN-9710

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**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 clearance 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).

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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SOFTWARE	37	0.799	[33]	0.671								
MOD OF SPARES		1.296		0.741								
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		2.095		1.412								
(Totals may not add due to rounding)												
INSTALLATION QTY	37		33									

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SOFTWARE							[70]	1.470
MOD OF SPARES								2.037
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								3.507
(Totals may not add due to rounding)								
INSTALLATION QTY							70	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 1 Months

Follow-On Lead Time: 1 Months

Milestones

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

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: STATION KEEPING FOLLOW-ON (SBA) MN-9714

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**Description/Justification**

Capability to receive and display increased number of aircraft in formation at increased transmit/receive distances, receive and display commercial TCAS information, and minimizing probability of enemy detection. This system will help minimize total time across the drop zone for large airdrop formations. Mod number changed from \_MYUZC to 9714. Fleet must be retrofitted with SKE-FO by the end of FY04 to support Strategic Brigade Airdrop (SBA). Technical issues delayed the install of the FY02 kits; therefore, FY03 install funding will be obligated in Jan 2004.

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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	34	3.681	33	4.198	18	2.682						
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]	1.458								
FY-03 33 KITS							[26]	0.980	[7]	0.270		
FY-04 18 KITS									[18]	0.680		
TOTAL INSTALL	1	0.037	33	1.458			26	0.980	25	0.950		
TOTAL COST (BP-1100) (Totals may not add due to rounding)	34	9.751	33	5.656	18	2.682		0.980		0.950		
INSTALLATION QTY			1		24		29		25			

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							85	10.561
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]	1.458
FY-03           33 KITS							[33]	1.250
FY-04           18 KITS							[18]	0.680
TOTAL INSTALL							85	3.425
TOTAL COST (BP-1100)							85	20.019
(Totals may not add due to rounding)								
INSTALLATION QTY							85	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	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													1				6	6	12	9	7	7	6	6	7	6	6	6	6	6	6	6

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: FIXED LEADING EDGE FORMER CRACKS MN-9723

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**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.

Project Plan Id#: AV/FS-046

Aircraft Breakdown: Active 57, Reserve 0, ANG 0, Total 57

**Development Status**

Complete.

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	31	0.904	26	0.519								
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]	1.890						
TOTAL INSTALL	11	0.800	20	1.862	26	1.890						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	31	1.704	26	2.381		1.890						
INSTALLATION QTY	11		20		26							

Fact Sheet: C-17 MN-9723 FIXED LEADING EDGE FORMER CRACKS  
(Continued)

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							57	1.423
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]	1.890
TOTAL INSTALL							57	4.552
TOTAL COST (BP-1100)							57	5.975
(Totals may not add due to rounding)								
INSTALLATION QTY							57	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

**Milestones**

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
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**

Quarter	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
	1	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	4	5	5	5	5	6	7	7	6
Output									1				2	2	2	4	5	5	5	5	6	7	7	6

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: COMBUSTION EXIT TEMPERATURE KIT - D01 TO D03 UPGR MN-9726

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**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.

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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
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	4.368										
FY-00	25											
FY-01	33			[9]								
FY-02	24			[24]	2.112							
TOTAL INSTALL	67	4.368	33	2.112								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	100	109.920			2.112							
INSTALLATION QTY	67		33									



(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
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)							100	112.032
(Totals may not add due to rounding)								
INSTALLATION QTY							100	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
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

Quarter	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>					
	1	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	8	9
Output									6	6	6				7	8	10		8	8	8	8	8	8	8	9

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**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. Need date is as fast as reasonable/possible, but NLT 2005. 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.

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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	42	13.414	24	10.106	19	6.820						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES		0.457										
INSTALLATION OF HARDWARE												
FY-01 9 KITS	1	0.680	[8]	1.815								
FY-02 33 KITS			[25]	7.175	[8]	1.815						
FY-03 24 KITS					[10]	2.270	[8]	1.816	[6]	1.362		
FY-04 19 KITS									[19]	4.313		
TOTAL INSTALL	1	0.680	33	8.990	18	4.085	8	1.816	25	5.675		
TOTAL COST (BP-1100)	42	14.551	24	19.096	19	10.905		1.816		5.675		

**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
(Totals may not add due to rounding)												
INSTALLATION QTY			1		24		29		25			

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							85	30.340
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]	2.495
FY-02           33 KITS							[33]	8.990
FY-03           24 KITS							[24]	5.448
FY-04           19 KITS							[19]	4.313
TOTAL INSTALL							85	21.246
TOTAL COST (BP-1100)							85	52.043
(Totals may not add due to rounding)								
INSTALLATION QTY							85	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
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

Quarter	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	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			

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-21			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$2.467	\$1.357	\$1.409	\$3.852	\$3.981	\$2.530	\$2.577

This line item funds modifications to the C-21 aircraft, commercial equivalent Lear Jet 35. The C-21 aircraft is a twin-turboprop engine aircraft used for cargo and passenger airlift over medium ranges (2,000 miles). The primary modification in FY05 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.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	3149TC	TCAS CHANGE 7 UPGRADE	0.3								2.3
	99999S	SERVICE BULLETINS	0.3	1.2	1.3	3.7	3.9	1.9	1.9		21.4
	99999X	LOW COST MODIFICATIONS	1.8	0.1	0.1	0.1	0.1	0.6	0.6		4.2
	Z88888	REPROGRAMMINGS	0.1	0.1							-0.7
<b>TOTAL FOR CLASS P</b>			2.5	1.4	1.4	3.9	4.0	2.5	2.6	0.0	27.2
<b>TOTAL FOR WEAPON SYSTEM C-21</b>			2.5	1.4	1.4	3.9	4.0	2.5	2.6	0.0	27.2

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 33	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: SERVICE BULLETINS MN-99999S

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-21 Class P

Models of Aircraft Affected: C-21A

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0401314F

Team MOBIL

**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-03		FY-04		FY-05		FY-06		FY-07	
	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		7.160		0.264		1.191		1.279		3.738		3.857
AWATING BTR												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		7.160		0.264		1.191		1.279		3.738		3.857
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.943		1.943				21.375
AWATING BTR								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.943		1.943				21.375
INSTALLATION QTY								

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**Installation Schedule**

	<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>			
Quarter	1	2	3	4	1	2	3	4	1	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	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarter																																
Input																																
Output																																

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-21 Class P

Models of Aircraft Affected: C-21A

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0401314F

Team MOBIL

**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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.720		1.783		0.130		0.130		0.114		0.124
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		0.720		1.783		0.130		0.130		0.114		0.124
(Totals may not add due to rounding)												
INSTALLATION QTY												



	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.587		0.634				4.222
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.587		0.634				4.222
INSTALLATION QTY								

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>	<u>FY-15</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

**Installation Schedule**

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	1	2	3	4	1	2	3	4	1	2	3	4	1	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																																				

**THIS PAGE INTENTIONALLY LEFT BLANK**

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-32			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$19.162	\$0.188	\$0.187	\$0.190	\$0.191	\$1.566	\$1.596

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 FY05 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-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG
P	9606	COMMUNICATIONS UPDATE	16.8								85.9
	99999G	SERVICE BULLETIN - GATM	2.0								2.1
	99999S	SERVICE BULLETINS	0.3	0.1	0.1	0.1	0.1	1.5	1.5		4.3
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.1
	Z88888	REPROGRAMMINGS		0.1							0.1
<b>TOTAL FOR CLASS P</b>			19.2	0.3	0.2	0.2	0.2	1.6	1.6	0.0	93.5
<b>TOTAL FOR WEAPON SYSTEM C-32</b>			19.2	0.3	0.2	0.2	0.2	1.6	1.6	0.0	93.5

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 34	PAGE NO. 1	
--	-------------------------------	---------------	--

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: COMMUNICATIONS UPDATE MN-9606

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-32 Class P

Models of Aircraft Affected: C-32A

Center: ASC - Wright Patterson AFB, OH

PE 0401314F Team MOBIL

**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. In FY02, C-32 Communications Upgrade Program received \$69.2M as part of the Defense Emergency Relief Fund (DERF). Funding was used to provide an interim high speed data transfer and direct broadcast receive capability on two aircraft, upgrade passenger communications equipment, and accelerate completion of the ongoing passenger communications and data systems upgrade in support of operations ENDURING FREEDOM and NOBLE EAGLE. This funding is not reflected in the FY02 program total.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	3	46.500	1	9.000								
KITS NONRECUR		5.800										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				7.662								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.200		0.100								
INSTALLATION OF HARDWARE												
FY-01	1											
FY-02			[1]		[1]							
FY-03							[1]					
TOTAL INSTALL	1		1		1		1					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	3	52.500	1	16.762								
INSTALLATION QTY	1		1		1		1					

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							4	55.500
KITS NONRECUR								5.800
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								7.662
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.300
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)							4	69.262
(Totals may not add due to rounding)								
INSTALLATION QTY							4	

Method of Implementation: CLS

Initial Lead Time: 8 Months

Follow-On Lead Time: 19 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)			12/01	04/02	12/02
Delivery Date (Month/CY)			08/02	11/03	07/04

Installation Schedule

Quarter	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>							
	1	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												

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: SERVICE BULLETIN - GATM MN-99999G

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-32 Class P

Models of Aircraft Affected: C-32A

Center: ASC - Wright Patterson AFB, OH

PE 0401314F Team MOBIL

**Description/Justification**

Funding for this modification was transferred from GATM MN-9709 per SAF/FMB direction for clarification (This is not a new start). The GATM service bulletins, when published by Boeing, will add the communications management unit, high frequency data link, microwave landing system and precision landing system. Anticipate the majority of these Service Bulletins to be issued during FY03, thus the large increase in funding.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN		0.034		1.955								
TOTAL COST (BP-1100)		0.034		1.955								
(Totals may not add due to rounding)		0.034		1.955								

**(Continued)**

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SERVICE BLTN								1.989
TOTAL COST (BP-1100)	<hr/>							1.989
(Totals may not add due to rounding)								1.989

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

**THIS PAGE INTENTIONALLY LEFT BLANK**



UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-37			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$0.360	\$0.352	\$0.351	\$0.375	\$0.389	\$0.399	\$0.407

This line item funds modifications 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 FY05 is to fund service bulletins/low cost modifications that will improve flight safety, reliability, and maintainability.

CLASS	MOD NR	MODIFICATION TITLE	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	0.2	0.3	0.3	0.3	0.3	0.3	0.3		2.3
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.1	0.1		2.2
	Z88888	REPROGRAMMINGS	0.0								-0.4
<b>TOTAL FOR CLASS P</b>			0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.0	4.2
<b>TOTAL FOR WEAPON SYSTEM C-37</b>			0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.0	4.2

Totals may not add due to rounding.

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

**THIS PAGE INTENTIONALLY LEFT BLANK**

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-141			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$0.070	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

This line item funds modifications to the C-141 aircraft. The four engine C-141 delivers cargo and troops between strategic theaters of operation. It can carry up to 150 combat troops, 103 litter patients, or 13 standard 463-L pallets. The overall goal of the modifications budgeted in FY04 is to enhance flight safety while improving reliability and maintainability. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P-S	99999A	LOW COST SAFETY MODIFIC	0.2								2.8
<b>TOTAL FOR CLASS P-S</b>			0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8
P	99999X	LOW COST MODIFICATIONS	0.1								2.9
	Z88888	REPROGRAMMINGS	-0.2								-0.1
<b>TOTAL FOR CLASS P</b>			-0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
<b>TOTAL FOR WEAPON SYSTEM C-141</b>			0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5

Totals may not add due to rounding.

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

**THIS PAGE INTENTIONALLY LEFT BLANK**

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-6			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$1.969	\$4.201	\$3.850	\$4.709	\$5.747	\$13.402	\$11.739

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 Environmental Control System, UHF radio, nosewheel centering, VHF radio volume, and power control lever decals. The primary modifications in FY05 is the Environmental Control System. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG
P-S	9850	ENVIRONMENTAL CONTROL	1.2								6.0
	9851	UHF DUAL ANTENNA	0.5	0.1							1.2
	9854	OIL PRESSURE WARNING			0.7	1.7	3.3	1.0			6.8
	9857	TRAFFIC ALERT AND COLLISI						11.4	11.7	19.6	65.5
	9858	INTER-SEAT SEQUENCER SW			0.3	0.5	0.4	0.3			1.5
	99999X	LOW COST MODIFICATIONS	0.3	1.8	0.5	1.2	2.0	0.7			7.5
<b>TOTAL FOR CLASS P-S</b>			2.0	1.9	1.5	3.4	5.7	13.4	11.7	19.6	88.4
P	9870	NOSE WHEEL CENTERING		1.2	0.7						1.8
	9871	COCKPIT UPGRADES		1.1	1.6	1.3					4.0
	Z88888	REPROGRAMMINGS		0.1							0.3
<b>TOTAL FOR CLASS P</b>			0.0	2.4	2.3	1.3	0.0	0.0	0.0	0.0	6.1
<b>TOTAL FOR WEAPON SYSTEM T-6</b>			2.0	4.3	3.9	4.7	5.7	13.4	11.7	19.6	94.6

Totals may not add due to rounding.

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

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: NOSE WHEEL CENTERING MN-9870

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: T-6 Class P

Models of Aircraft Affected:

Center: AETC Randolph AFB San Antonio, TX

PE 0804740F

Team PERSO

**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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					67	1.167	64	0.678				
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	1.167	64	0.678				
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							131	1.845
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	<hr/>							
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)							131	1.845
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)			10/03	10/04
Delivery Date (Month/CY)			01/04	01/05

Installation Schedule

	Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
		1	2	3	4	1	2	3	4	1	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	1	<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>				<u>FY-13</u>				<u>FY-14</u>				<u>FY-15</u>				<u>FY-16</u>							
Input																																	
Output																																	

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/13/2004  
 FY 2005 PB  
 Modification Title and No: COCKPIT UPGRADES MN-9871

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: T-6 Class P

Models of Aircraft Affected:

Center: AETC Randolph AFB San Antonio, TX

PE 0804740F

Team PERSO

**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 visibility using the current mirrors. Secondly, seven of the curcuit 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 PCL in order to fix relatively frequent switch failures in the PCL handle causing excessive maintenance down time for a relatively minor failure.

Corrective Action: Upgrade the cockpit lighting, storage and mirrors to 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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT						1.064		1.643		1.331		
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)						1.064		1.643		1.331		
(Totals may not add due to rounding)												
INSTALLATION QTY												



	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								4.038
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								4.038
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

**Milestones**

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

**Installation Schedule**

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

02/13/2004  
 FY 2005 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: T-6 Class P-S

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804741F

Team PERSO

**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-Suffocation Valve, Power Control Lever/Flap Labeling, Defog Valve, Trim Relay, Main Landing Gear Push Rod, Wing Tip Lights, and OBOGS Concentrator.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	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		1.009		0.252		1.806		0.479		1.199		1.994
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		1.009		0.252		1.806		0.479		1.199		1.994
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.729						7.468
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.729						7.468
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

**Installation Schedule**

		<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
Quarter	1	2	3	4	1	2	3	4	1	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	1	2	3	4	1	2	3	4	1	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																																	

**THIS PAGE INTENTIONALLY LEFT BLANK**

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-38			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$180.050	\$131.184	\$153.677	\$101.934	\$84.443	\$93.811	\$54.563

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 FY04 is the Avionics Upgrade and T-38 Propulsion. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P-S	10206A	FUS STA 325 BULKHEAD FOR	3.6								72.2
	99999A	LOW COST SAFETY MODIFIC	0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.2
<b>TOTAL FOR CLASS P-S</b>			3.7	0.1	0.1	0.1	0.1	0.1	0.1	0.0	73.4
P	6029	AVIONICS UPGRADE	109.1	69.2	52.5	45.9	39.3	30.5	0.0		1,097.2
	6034	T-38 PROPULSION MODERNIZ	60.5	59.0	101.2	56.0	45.2	63.3	54.6	273.1	3,174.5
	6087	T-38 ESCAPE SYSTEM UPGR	0.5								2.2
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.9
	Z88888	REPROGRAMMINGS	6.3	2.9							20.3
<b>TOTAL FOR CLASS P</b>			176.4	131.3	153.8	102.0	84.5	93.9	54.7	273.1	4,295.2
<b>TOTAL FOR WEAPON SYSTEM T-38</b>			180.2	131.4	153.9	102.1	84.6	94.0	54.8	273.1	4,368.6

Totals may not add due to rounding.

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB  
Modification Title and No: FUS STA 325 BULKHEAD FORMER CHANGEOUT MN-10206A

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-38 Class P-S

Models of Aircraft Affected: T-38

Center: OO-ALC - Hill AFB, UT

PE 0804741F

Team PERSO

**Description/Justification**

Aircraft is developing stress cracks in the propulsion system inlet bulkhead 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 bulkhead 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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
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	53	8.481	[27]	3.629								
TOTAL INSTALL	476	55.443	27	3.629								
TOTAL COST (BP-1100)	517	68.562		3.629								
(Totals may not add due to rounding)												
INSTALLATION QTY	476		27									

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
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]	12.110
TOTAL INSTALL							503	59.072
TOTAL COST (BP-1100)							517	72.191
(Totals may not add due to rounding)								
INSTALLATION QTY							503	

Method of Implementation: OVERHAUL/CFT

Initial Lead Time: 12 Months

Follow-On Lead Time: 24 Months

**Milestones**

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>
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**

Quarter	<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>			
	1	2	3	4	1	2	3	4	1	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	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	15		
Quarter	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>															
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															

02/13/2004  
 FY 2005 PB  
 Modification Title and No: AVIONICS UPGRADE MN-6029

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: T-38 Class P

Models of Aircraft Affected: T-38

Center: ASC - Wright Patterson AFB, OH

PE 0804741F

Team PERSO

**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 lack these modern systems, we cannot 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-38A's and AT-38B's 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.

T-38 AUP in FY04 - 08 must receive \$69.7M from participating NATO countries in the Euro-NATO Joint Jet Pilot Training Program (ENJJPT) to execute a currently planned 453 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 FY04 - FY09 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) 46 (Sep 2003) and accepted by all ENJJPT countries.

FY04	FY05	FY06	FY07	FY08	FY09	NATO Total
\$9.6M	\$19.0M	\$23.8M	\$16.4M	\$0.9M	\$0.0M	\$69.7M

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 approval. 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-03		FY-04		FY-05		FY-06		FY-07	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		81.936		0.000		1.358		1.416		1.445		1.487
PROCUREMENT (3010)												
INSTALL KITS	190	13.985	94	7.101	59	4.129	25	2.952	24	3.110	18	2.560
KITS NONRECUR												
EQUIPMENT	190	102.779	[94]	52.098	[59]	27.897	[25]	21.648	[24]	22.810	[18]	18.770
EQUIP NONREC												
CHANGE ORDERS		15.785		7.030		6.878		2.978		2.774		2.593
DATA		0.300		0.274		0.354		0.039		0.039		0.057
SIM/TRAINER	16	36.119	[10]	26.065	[8]	19.808	[0]	3.139	[0]	2.536	[0]	2.400
SUPPORT-EQUIP												
OTHER		5.018		2.238		0.663		0.009		0.007		0.006
RETROFIT KITS												
WARRANTY		1.676		0.458		0.138		0.470		1.922		2.286
OGC		6.418		2.690		0.854		1.610		1.551		1.390



**Projected Financial Plan Continued**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-99	25	14.847										
FY-00	13	2.142										
FY-01	73	10.623										
FY-02	18	2.439	[61]	8.364								
FY-03			[20]	2.742	[63]	8.456	[11]	3.597				
FY-04							[49]	16.023	[10]	3.500		
FY-05									[22]	7.700	[3]	1.104
FY-06											[22]	8.096
FY-07												
TOTAL INSTALL	129	30.051	61	11.106	63	8.456	60	19.620	32	11.200	25	9.200
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	190	212.131	94	109.060	59	69.177	25	52.465	24	45.949	18	39.262
INSTALLATION QTY	126		84		78		53		31		25	

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		1.527		1.568				90.737
PROCUREMENT (3010)								
INSTALL KITS	0	0.000	0	0.000			410	33.837
KITS NONRECUR EQUIPMENT	[0]	0.000	[0]	0.000			[291]	246.002
EQUIP NONREC CHANGE ORDERS		18.318		0.000				56.356
DATA		0.000		0.000				1.063
SIM/TRAINER SUPPORT-EQUIP	[0]	1.650	[0]	0.000			[34]	91.717
OTHER		0.003		0.000				7.944
RETROFIT KITS WARRANTY		1.390		0.000				8.340
OGC		1.009		0.000				15.522
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							[74]	14.795
FY-04 59 KITS							[59]	19.523
FY-05 25 KITS							[25]	8.804
FY-06 24 KITS	[2]	0.810					[24]	8.906
FY-07 18 KITS	[18]	7.290	[0]	0.000			[18]	7.290
TOTAL INSTALL	20	8.100					390	97.733
TOTAL COST (BP-1100) (Totals may not add due to rounding)		30.470					410	558.514
INSTALLATION QTY	13						410	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 Months

Follow-On Lead Time: 12 Months

**Milestones**

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
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

**Installation Schedule**

	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	1	2	3	4	1	2	3	4	1	2	3	4	1	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	21	21	15	15	15	15	8	8	8	8	7	6	6	6	7	7	6	0	0	0	0	0	0	0	0	0	0	0				
Output	23	18	22	21	20	21	21	15	15	15	15	8	8	8	8	7	6	6	6	7	7	6	0	0	0	0	0	0	0	0	0	0				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: T-38 PROPULSION MODERNIZATION PROGRAM MN-6034

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-38 Class P

Models of Aircraft Affected: T-38

Center: OO-ALC

PE 0804741F

Team PERSO

**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 4 incidences of rotor failures in the previous two 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 deficiencies found during Qualification testing; 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 \$83.1M (FY08 \$.9M, FY09 \$16M, FY10 \$42.6M, FY11 \$20.6M, and FY12 \$3.M) from participating NATO countries in the Euro-NATO Joint Jet Pilot (ENJJPT) Training 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 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 of the program). Failure to receive the NATO funds by OCTof 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 variations, and will result in acquisition of 6 less aircraft (460) with the funding amounts shown below in the Projected Financial Plan. Annual NATO costs required are as follows:

FY08	FY09	FY10	FY11	FY12	NATO Total
\$.9M	\$16M	\$42.6M	\$20.6M	\$3.M	\$83.1M

Subsequent to this acceptance, the planned schedule of aircraft beddown at Sheppard has changed. This schedule change revises the NATO funding profile depicted and has not yet been reviewed/accepted by the Council. Failure to accept these changes may cause an overall program schedule revision.

Install kits below include inlets, bulkheads, and ejectors.

Note: In the funding table below, Equipment equals engine kits purchased. Equipment includes 466 A/C x 2 = total engines. Lead time for engines is 14 months, while lead time for other components is 8 months the first year and 6 months thereafter.

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-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		2.000										
PROCUREMENT (3010)												
INSTALL KITS	44	12.924	40	9.814	35	9.968	65	16.100	32	8.096	29	7.976
KITS NONRECUR												
EQUIPMENT	44	54.975	[40]	43.762	[35]	40.390	[65]	66.950	[32]	39.666	[29]	30.450
EQUIP NONREC												
CHANGE ORDERS		1.167		1.354		0.570		2.205		0.316		0.251
DATA		0.024		0.012		0.012		0.012		0.013		0.013
SIM/TRAINER												
SUPPORT-EQUIP		0.266										
OTHER		1.030		0.420		0.368		0.781		0.401		0.511
TOOLING		0.722										
OGC		1.965		1.559		0.857		2.487		0.607		0.431
TEST		4.260		0.500								
INSTALLATION OF HARDWARE												
FY-01	11	1.937										
FY-02	24	3.780	[9]	1.148								
FY-03			[15]	1.914	[25]	4.775						
FY-04					[11]	2.101	[24]	4.680				
FY-05							[41]	7.995	[24]	4.584		
FY-06									[12]	2.292	[20]	3.820
FY-07											[9]	1.719
FY-08												
FY-09												
FY-10												
FY-11												
TOTAL INSTALL	35	5.717	24	3.062	36	6.876	65	12.675	36	6.876	29	5.539
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	44	83.050	40	60.483	35	59.041	65	101.210	32	55.975	29	45.171
INSTALLATION QTY	8		51		36		65		36		29	

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								2.000
PROCUREMENT (3010)								
INSTALL KITS	37	10.415	34	9.520	150	42.132	466	126.945
KITS NONRECUR EQUIPMENT	[37]	45.200	[34]	36.570	[150]	182.207	[401]	540.170
EQUIP NONREC CHANGE ORDERS		0.591		0.480		5.657		12.591
DATA		0.014		0.014		0.029		0.143
SIM/TRAINER SUPPORT-EQUIP								0.266
OTHER		0.516		0.520		1.141		5.688
TOOLING								0.722
OGC		0.601		0.764		6.699		15.970
TEST								4.760
INSTALLATION OF HARDWARE								
FY-01 11 KITS							[11]	1.937
FY-02 33 KITS							[33]	4.928
FY-03 40 KITS							[40]	6.689
FY-04 35 KITS							[35]	6.781
FY-05 65 KITS							[65]	12.579
FY-06 32 KITS							[32]	6.112
FY-07 29 KITS	[20]	4.000					[29]	5.719
FY-08 37 KITS	[10]	1.994	[27]	5.157			[37]	7.151
FY-09 34 KITS			[8]	1.528	[26]	5.200	[34]	6.728
FY-10 73 KITS					[73]	14.600	[73]	14.600
FY-11 77 KITS					[77]	15.400	[77]	15.400
TOTAL INSTALL	30	5.994	35	6.685	176	35.200	466	88.624
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	37	63.331	34	54.553	150	273.065	466	795.879
INSTALLATION QTY	30		35		176		466	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 8 Months

Follow-On Lead Time: 6 Months

**Milestones**

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
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

**Installation Schedule**

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	16	16	16	17	9	9	9	9	9				
Output													2	1	7	10	13	13	13	13	9	9	9	9	16	16	16	17	9	9	9	9				
	<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>				<u>FY-13</u>											
Quarter	1	2	3	4	1	2	3	4	1	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	7	7	7	8	8	7	7	9	9	9	8	18	18	18	17	18	18	19	19	8	8	8	7												
Output	9	8	7	7	7	8	8	7	7	9	9	9	8	18	18	18	17	18	18	18	19	8	8	6	4	6										

**THIS PAGE INTENTIONALLY LEFT BLANK**



BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-41			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$0.086	\$0.087	\$0.089	\$0.094	\$0.095	\$0.098	\$0.100

The T-41 is a military derivative of the civilian Cessna 172, a four seat, propeller driven, light aircraft used by USAFA in support of the aeronautical engineering course curriculum. There is one low cost modification budgeted in FY05. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG
P	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.5
	Z88888	REPROGRAMMINGS	0.1	0.1							0.2
<b>TOTAL FOR CLASS P</b>			0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	1.7
<b>TOTAL FOR WEAPON SYSTEM T-41</b>			0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	1.7

Totals may not add due to rounding.

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

**THIS PAGE INTENTIONALLY LEFT BLANK**

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2004
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-43			
	2003	2004	2005	2006	2007	2008	2009
<b>COST (In Mil)</b>	\$2.102	\$8.163	\$0.599	\$3.878	\$2.063	\$2.123	\$2.164

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 FY05 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.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	3149T	TRAFFIC ALERT & COLLISION	0.7	4.8							11.9
	99999S	SERVICE BULLETINS	0.4	0.2	0.5	3.8	2.0	2.1	2.2		15.6
	99999X	LOW COST MODIFICATIONS	0.5	0.1	0.1	0.1	0.1				1.4
	TAWS	TERRAIN AWARENESS & WA	0.4	2.9							5.3
	Z88888	REPROGRAMMINGS	0.1	0.2							0.3
<b>TOTAL FOR CLASS P</b>			2.1	8.2	0.6	3.9	2.1	2.1	2.2	0.0	34.5
<b>TOTAL FOR WEAPON SYSTEM T-43</b>			2.1	8.2	0.6	3.9	2.1	2.1	2.2	0.0	34.5

Totals may not add due to rounding.

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM MN-3149T

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-43 Class P

Models of Aircraft Affected: CT/T-43, DV/TRAINING  
AIRCRAFT

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0804742F Team PERSO

**Description/Justification**

This navigation and safety modification installs Traffic Collision Avoidance System (TCAS) which will provide a display for conflicting traffic and will provide visual display and corrective action with an audible warning. This modification will install TCAS II/Mode-S on all CT/ T-43s. Prototype funding in FY02 includes installation in FY03. FY04 starts fleet installation. Based on recent FY02 IBRC decisions, TCAS modification will be installed in conjunction with TAWS mod. Modification terminated FY 04

Aircraft Breakdown: Active 11, Reserve 0, ANG 0, Total 11

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	0.023										
KITS NONRECUR	1	1.416										
EQUIPMENT	1	0.285										
EQUIP NONREC	1	4.051										
CHANGE ORDERS												
DATA		0.391										
SIM/TRAINER												
SUPPORT-EQUIP												
AWAITING BTR				0.744		4.827						
INSTALLATION OF HARDWARE												
FY-96 1 KITS	1	0.200										
FY-02 1 KITS												
TOTAL INSTALL	1	0.200										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	2	6.366		0.744		4.827						
INSTALLATION QTY	1											

**(Continued)**

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							1	0.023
KITS NONRECUR							1	1.416
EQUIPMENT							[1]	0.285
EQUIP NONREC							[1]	4.051
CHANGE ORDERS								
DATA								0.391
SIM/TRAINER								
SUPPORT-EQUIP								
AWAITING BTR								5.571
INSTALLATION OF HARDWARE								
FY-96           1 KITS							[1]	0.200
FY-02           1 KITS								
TOTAL INSTALL							1	0.200
TOTAL COST (BP-1100)							2	11.937
(Totals may not add due to rounding)								
INSTALLATION QTY							1	

Method of Implementation: DEPOT

Initial Lead Time: 14 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																				
Output																				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/13/2004  
FY 2005 PB

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-43                      Class P

Models of Aircraft Affected: T-43, DV/TRAINING AIRCRAFT

Center: OC-ALC - Tinker AFB Okla City, OK

PE 0804742F

Team PERSO

**Description/Justification**

This Nav/Safety Phase II modification installs the Terrain Avoidance System (TAWS) on all T-43s. It is a fourth-generation GPWS and includes reactive wind-shear warning. It includes a computer which crosschecks the aircraft GPS position and flight parameters with a world-wide terrain database, to determine ground collision potential and avoid controlled flight into terrain (CFT). FY01 start prototype engineering and prototype installation in FY02. FY04 starts fleet installation. Due to recent FY02 IBRC decisions, the TAWS mod will be accomplished in conjunction with the TCAS mod. Modification canceled Fy 04

Aircraft Breakdown: Active 10, Reserve 0, ANG 0, Total 10

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-03		FY-04		FY-05		FY-06		FY-07	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1											
KITS NONRECUR		1.960										
EQUIPMENT	1											
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AWAITING BTR		0.003		0.384		2.895						
INSTALLATION OF HARDWARE												
FY-01            1 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	1	1.963		0.384		2.895						
INSTALLATION QTY												

**(Continued)**

	FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							1	
KITS NONRECUR								1.960
EQUIPMENT							[1]	
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AWAITING BTR								3.282
INSTALLATION OF HARDWARE								
FY-01 1 KITS								
TOTAL INSTALL	<hr/>							
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)							1	5.242
INSTALLATION QTY								

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 9 Months

**Milestones**

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

**Installation Schedule**

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	1	2	3	4	1	2	3	4	1	2	3	4	1	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																																				

**THIS PAGE INTENTIONALLY LEFT BLANK**