UNITED STATES AIR FORCE

Committee Staff Procurement Backup Book
Fiscal Years 2000/2001 Biennial Budget Estimates

February 1999

AIRCRAFT PROCUREMENT, AIR FORCE

VOLUME II

OPR: SAF/FMB

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P-1M MODIFICATION REPORT - 00 PBR

02/08/1999

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
B-2	P	110001	CONTRAIL MANAGEM	16.2	0.4	0.6								17.1
		110005	MILSTAR UHF	6.4	0.0	0.1								6.5
		110006	ZSR-63 - BAND 4	25.5	0.1	0.1								25.7
		110007	BRU-44A/A BOMB RA	3.8		1.6	0.6							6.0
		110008	DISK DRIVE UNIT (DD	16.2	0.2	0.3								16.6
		110009	JASSM				4.0	0.1						4.2
		110011	POST BLOCK 30 UPD				4.3	1.3	3.6	1.5	9.1	9.8		29.6
		110012	SPARE COMPONENT	28.0	11.6	7.4	8.0							55.1
		110018	ACES II						0.4	0.6	0.4			1.4
		110019	DDU SOLID STATE			4.1	2.3							6.4
		110021	ADVANCED TOPCOAT		3.1									3.1
		110022	ARROWHEAD PANEL		5.9	0.1	0.4	0.6	0.2					7.2
		110023	ENHANCED TILES		4.1									4.1
		99999U	LOW COST RETROFI	3.0	0.4	0.1	0.3	0.3						4.1
		99999X	LOW COST MODIFICA	5.3	0.5	0.7	0.2	0.1	0.1	0.7	0.7	0.6	1.1	10.1
		T8137	UHF SATCOM/ANDVT/		5.5			40.2	29.6	5.5				80.7
		Z88888	REPROGRAMMINGS	0.3	18.3	0.6								19.2
	TOTAL FOR CLASS P			104.8	50.2	15.6	20.1	42.5	34.0	8.3	10.2	10.4	1.1	297.2
TOTAL FOR AIRCRAFT B-2				104.8	50.2	15.6	20.1	42.5	34.0	8.3	10.2	10.4	1.1	297.2

Totals may not add due to rounding.

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B-1	P-S	10407A	AFT DC POWER UPG	29.8	7.7	4.9	2.9							45.2
		4333	FIRE WARNING AND	4.1	1.8	0.5								6.4
		99999A	LOW COST SAFETY M			0.0	0.0			0.3	0.1	1.0		1.4
	TOTAL FOR CLASS P-S			33.9	9.5	5.4	2.9	0.0	0.0	0.3	0.1	1.0	0.0	53.0
B-1	P	3150-R	NAVSTAR GPS - COM	35.7	47.6	16.3	46.0							145.6
		4165	EMERGENCY RESTR	0.2	0.2	0.2	0.2	0.2						1.0
		4252	AVIONICS COMPUTE				8.4	0.6	66.3	49.4	43.1	3.1		171.0
		4253	JDAM/1760 CONVENTI	18.8	9.0	24.3	12.7	8.1						72.8
		4256	DEFENSIVE SYSTEM					2.1	36.1	56.3	67.5	67.4	120.9	350.3
		4273	JSOW INTEGRATION						2.1					2.1
		4274	JASSM INTEGRATION						10.6					10.6
		4298	GENERATOR CONTR	4.0	0.8	0.2	0.6							5.5
		5013	RF TOWED DECOY S	21.0	21.8	30.4	28.4	32.3	27.5	4.2	3.4			169.0
		5047	SIMULATOR UPDATE	24.9	1.7			8.0			2.7	0.3		37.6
		5048	WIND CORRECTED M				3.8	0.1	32.7	0.4	0.8			37.8
		5051	INTERFEROMETER R	0.9	0.6									1.5
		5052	WAVEFORM GENERA	4.7	0.3	0.3								5.3
		5055	INTEGRATED DEFEN					6.3	7.9	6.9	7.1	7.2	10.3	45.7
		6039	F101 DIGITAL ENGINE					6.7	9.3	8.8	5.3	0.6		30.7
		82U800	1122 IMPROVEMENT	41.8	1.3									43.2
		8421	LINK 16				22.7							22.7
		99999X	LOW COST MODIFICA	2.9	4.5	0.2	0.0	0.0	0.0	0.2	0.1	1.0		9.0
		T4251E	LANCER 101E	10.2	11.9	10.6	4.6							37.3
		Z88888	REPROGRAMMINGS	2.2		3.4								5.6
	TOTAL FOR CLASS P			167.4	99.6	85.9	127.5	64.3	192.5	126.2	130.0	79.7	131.2	1,204.3

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 00 PBR

02/08/1999

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
TOTAL FOR AIRCRAFT B-1				201.2	109.1	91.4	130.4	64.3	192.5	126.5	130.1	80.6	131.2	1,257.3

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02/08/1999

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
B-52	P	3150	NAVSTAR GLOBAL P	30.4	1.1	2.4								34.0
		3263	INTEGRATED CONV S	66.0	5.2	5.5	2.6							79.3
		3264	ELECTRO-OPTICAL VI	0.0	4.7	5.4	3.3	1.4						14.8
		3308	VINSON	1.7	0.8			0.8	0.5					3.8
		4222	ARC-210 RADIO	16.3	4.9	0.3		5.4	1.7					28.5
		4260	ADVANCED WEAPON	5.2	5.3	1.1	0.5	1.0						13.0
		4270	ECM IMPROVEMENT		1.8	4.8	5.7			2.4	2.4			17.1
		4371	GPS TACAN	4.8	10.9	17.2	3.7							36.6
		4693	AVIONICS MIDLIFE IM						26.8	22.8	14.5	15.6	1.6	81.4
		99999X	LOW COST MODIFICA	0.7	0.1	0.1	0.1	0.1						1.1
		Z88888	REPROGRAMMINGS			9.7								9.7
	TOTAL FOR CLASS P			125.1	34.8	46.5	16.0	8.6	29.0	25.2	16.9	15.6	1.6	319.4
	TOTAL FOR AIRCRAFT B-52			125.1	34.8	46.5	16.0	8.6	29.0	25.2	16.9	15.6	1.6	319.4

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02/08/1999

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
F-117	P	11324	PLATY BRICK/BLOCK	10.0	0.2									10.3
		11326	AP-102 COMPUTER M	20.5	2.8	0.2								23.5
		11331	STORES MANAGEME				2.4	5.4	5.2	4.2				17.2
		11332	HIGH TEMPERATURE	18.7	0.2									18.9
		3150	NAVSTAR GLOBAL P	22.1	15.3	9.8	0.1							47.3
		31904	STEEL COMPRESSOR	0.1	0.2	0.2	0.1							0.6
		31907	PARKING BRAKE SWI	2.4	0.1									2.5
		31927	OMNIBUS ENGINE MO	0.9	1.1	0.2	1.5	1.9	0.6	0.1				6.2
		31929	ICING DETECTION AN	4.8	0.1									4.9
		31934	CREW EMERGENCY	1.0	0.1									1.1
		31937	SINGLE CONFIGURAT			10.9	20.8	20.8	21.3	16.4	8.1			98.3
		31968	ENGINE ELECTRONIC		0.7	1.1								1.8
		31969	FUEL QUANTITY PRO								0.3	0.8	2.4	3.5
		31970	WST HOST COMPUTE				3.5							3.5
		31971	AFMSS HARDWARE U				5.2							5.2
		99999S	SERVICE BULLETINS	7.7	2.1	2.2	0.8	0.5						13.3
		99999U	LOW COST RETROFI	5.8	1.8									7.6
		99999X	LOW COST MODIFICA	8.0	0.2	0.0	0.2	1.0	1.1	1.2	3.5	0.0	0.0	15.2
		Z88888	REPROGRAMMINGS		0.0	0.9								0.9
TOTAL FOR CLASS P				102.1	24.9	25.6	34.6	29.6	28.2	21.8	12.0	0.8	2.4	281.9
TOTAL FOR AIRCRAFT F-117				102.1	24.9	25.6	34.6	29.6	28.2	21.8	12.0	0.8	2.4	281.9

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
A-10	P-S	99999A	LOW COST SAFETY M	0.1	0.1	0.0	0.0	0.2	0.1	0.1	0.5	0.3	0.5	1.9
	TOTAL FOR CLASS P-S			0.1	0.1	0.0	0.0	0.2	0.1	0.1	0.5	0.3	0.5	1.9
A-10	P	18202B	TF-34 AGB LIFE IMPR	1.6								0.0	0.6	2.2
		3150EG	EGI	78.1	18.1	28.3	24.3	31.5	6.1	4.3				190.7
		3301A	INTEGRATED FLIGHT					6.8	5.8	9.8				22.4
		37118B	AIRBORNE DATA REC					3.6	2.2	2.1	2.3			10.2
		37120	DIGITAL DATA LINK									30.7	144.1	174.8
		4262	DIGITAL TERRAIN SY								4.6			4.6
		7091	COMMON MISSILE W					0.3	3.4	3.0	3.6	2.0	46.1	58.3
		7142	COLOR AIRBORNE VI		3.0	1.5								4.5
		9601	ONBOARD OXYGEN G						0.6	4.7	7.2	6.5	26.7	45.8
		9602	COUNTERMEASURE					1.7	1.6	2.3	6.1	4.0	1.8	17.5
		9800	A-10 REGEN								10.1	12.7	74.1	96.9
		9801	1760 BUS								4.0	17.7	70.3	92.1
		99999X	LOW COST MODIFICA	0.4	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.3	0.5	1.9
		Z88888	REPROGRAMMINGS			1.2								1.2
	TOTAL FOR CLASS P			80.0	21.1	31.0	24.4	43.9	19.8	26.2	38.3	74.0	364.2	722.9
	TOTAL FOR AIRCRAFT A-10			80.2	21.2	31.0	24.4	44.1	19.9	26.3	38.8	74.3	364.7	724.8

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
F-15	P-S	13639A	AFT ENGINE BAY FIR	18.2	0.1									18.3
	TOTAL FOR CLASS P-S			18.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.3
F-15	P	10211B	SECONDARY POWER		1.0	0.3	3.3	3.9	2.3	0.6	4.4	9.0	10.1	35.0
		13647B	HIGH PRESSURE WA	50.1	2.7		2.9							55.7
		16628B	LANDING GEAR WIRI	11.1	1.9	2.0	0.5	0.6						16.0
		16628E	LG WIRING/SWITCHE			2.8	0.6							3.4
		16701B	WING FUEL TRANSFE	13.3	0.1									13.5
		19203B	F100-220E ENGINE UP	54.1	31.9	37.8	17.6	89.5	39.2	72.1	70.5			412.7
		3150E	GPS	18.4	13.5	3.6	5.6	1.1						42.2
		6048	4TH ROBUST BLADE	3.9		0.0								3.9
		6052	2ND VANE INNER AIR	0.2	0.2	0.6	0.3							1.2
		6054	HYBRID NOZZLE COKI	5.1		1.9								6.9
		6060	1ST STAGE TIP SHRO	0.7	0.8	0.3								1.8
		6071	4TH DISK BRUSH SEA	0.7	0.2	0.6	0.6							2.1
		6086	SUPER CONVECTIVE	2.1	1.5	5.0	2.3							10.9
		6106	SECONDARY POWER					4.5	3.7	5.2	6.3	0.0		19.8
		6109	FIRST BRUSH SEAL	1.4	1.0	2.5	1.0							5.8
		6141	EAGLE 229 HPT OD F	2.3	1.8	3.5	2.0							9.6
		6142	COMBUSTER IMPROV			0.7	0.7							1.4
		6143	AIR PARTICLE SEPAR				0.3							0.3
		6144	FAN IMPROVEMENT					0.0						0.0
		6145	FUEL NOZZLE DAMPI				0.3							0.3
		6146	IMPROVED DURABILI				0.8							0.8
		6147	2ND STAGE FAN IMPR					1.0						1.0
		6148	3RD STAGE FAN IMPR					2.6						2.6
		6149	REOPERATED AUGM				0.3							0.3

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		6150	DIGITAL ELECTRONIC					0.0						0.0
		6151	REPLACE FUEL FLOW				0.2	0.2						0.4
		65042B	100/220 ENGINE INTE	12.0	0.0									12.0
		8049	APG-63V(1) RADAR U	23.4	82.4	101.5	137.2	117.5	93.8	90.5	2.8	3.5		652.5
		8237	DIGITAL MAP SYSTEM			2.9	6.7	15.0	4.8					29.4
		8250	FIGHTER DATA LINK	17.0	33.9	42.6	7.9							101.3
		8251	VHSIC CARD	14.9	0.1									15.0
		8265	PROGRAMMABLE AR					9.5	14.3	15.8	18.7	2.1	24.2	84.5
		8314	AIR DATA PROCESSO				4.7	5.2	5.3	5.3	5.5	5.3	0.2	31.5
		8352	JOINT HELMET-MOUN					5.5	18.3	23.7	8.6	0.5		56.7
		8357	ADVANCED DISPLAY							27.0	34.1	32.9	3.9	97.9
		8419	ALQ 135, BAND 1.5			25.0	36.9	41.8	73.6	52.5	102.5			332.3
		8420	FDL LINK 16				23.4	13.5			22.2			59.1
		8454	ACFT WEAPONS CON				1.7							1.7
		99999E	MISC ENGINE UPDAT	0.0	0.1	0.0	5.7	1.2	0.8					7.8
		99999U	LOW COST RETROFI	7.2	0.1		0.1	0.2		0.1		0.7		8.3
		99999X	LOW COST MODIFICA	3.3	0.5	0.0	0.0	0.1	0.1		0.1	0.0		4.2
		IDECM	COMMON ELECTRIC						8.2	21.7	22.2	22.7	195.6	270.5
		Z88888	REPROGRAMMINGS	1.7		7.0								8.7
TOTAL FOR CLASS P				242.8	173.6	240.7	263.5	312.9	264.4	314.5	297.9	76.7	234.0	2,421.0
TOTAL FOR AIRCRAFT F-15				261.1	173.6	240.7	263.5	312.9	264.4	314.5	297.9	76.7	234.0	2,439.3

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F-16	P-S	18503A	WING BEEF-UP	10.2	1.6	1.1								12.9
		99999A	LOW COST SAFETY M	2.0	0.1	0.1	1.9	0.1	0.0	0.0				4.1
		99999Y	LOW COST ENGINE S	2.5	0.1	0.3	1.9	1.8	0.1	0.7				7.2
	TOTAL FOR CLASS P-S			14.6	1.7	1.5	3.8	1.9	0.1	0.7	0.0	0.0	0.0	24.2
F-16	P	1591	600 GALLON EXTERN	5.4	5.5	3.8								14.7
		173009	F110 DIGITAL ENGINE	51.6	16.1	20.3	21.3	19.0	11.9	12.8	10.2	9.7		172.9
		19229E	FALCON 229 ENGINE	7.9	0.4	1.5	1.9	1.2	1.0	2.2				16.1
		3088	RADAR WARNING RE	159.4	0.6	0.2								160.2
		3090	ALR-56M RPCU Upgra	1.5		0.8								2.3
		3091	ALR-56M Analysis Proc			1.8								1.8
		3150M	NAVSTAR GPS F-16	22.2	36.3	16.6	22.9	9.6	3.5					111.2
		3450	ALE-47	31.4	4.1	3.5	5.3	5.3	2.4	1.9	0.5			54.5
		4260	ADVANCED WEAPON	17.9	3.8	2.0								23.7
		426030	ADVANCED WEAPON					2.0	4.0	4.0	4.0	4.0	3.6	21.6
		4262	DIGITAL TERRAIN SY		11.5	3.8		12.0	15.4					42.7
		50003B	REDESIGNED F-16 BR	3.5	5.1									8.6
		5013	RF TOWED DECOY S	19.8	40.3	18.6	18.2	18.3	5.1	1.4		9.7		131.4
		57U051	RELOCATE FORWAR	10.8	1.1	0.5								12.4
		58006A	WOW SWITCH	2.7	0.2	0.1	0.0	0.0						3.0
		58044B	CHAFF/FLARE PROG	2.0	0.2	0.1								2.3
		6020	SCREECH / EXHAUST				3.1	4.0	1.5	1.7	1.0	1.3		12.6
		602030	BLOCK 30 NIGHT VISI		6.2	10.2	11.8	3.2						31.3
		602035	Cannon NVIS/IDM QRC		1.5									1.5
		602039	BLOCK 42 CAS IMPRO				6.1	3.5						9.6
		602040	BLK 40/50 NIGHT VISI		5.8	16.4	17.4	22.6	2.0					64.2
		602041	BLOCK 40 CAS IMPRO		5.4	11.6	3.1							20.0

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	602140	BLK 40 MODULAR MIS						34.3	37.4	66.9	69.9	72.3	280.7
	602150	BLK 50 MODULAR MIS			21.0	43.2	47.2	19.9	8.2	2.4			141.9
	6022	PRE BLK 40 STRUCTU	120.9	42.1	30.6	31.7	7.9						233.2
	602240	BLOCK 40 STRUCTUR	48.3	17.8	9.9								76.0
	602241	F-16A STRUCTURE IM				2.9	2.9	3.1	3.1				12.1
	602250	BLOCK 50/52 STRUCT					2.7	3.3	1.6				7.5
	603030	ALQ-213 COUNTERME			9.1	11.8	6.4	2.7					30.1
	610240	BLOCK 40 COLOR DIS						16.9	19.1	32.4	32.9	23.9	125.2
	610250	BLOCK 50 COLOR DIS			13.1	30.6	34.9	16.5	7.4	2.2			104.8
	610330	BLOCK 30 ENHANCED			5.7	4.7	4.4						14.8
	6400	BLOCK 50 IMPROVED	9.2		0.7								9.9
	650040	BLOCK 40 JOINT HEL						11.2	6.4	21.5	21.4	28.1	88.6
	650050	BLOCK 50 JOINT HEL					16.3	15.4	13.7	11.7	1.7		58.9
	661640	BLOCK 40 LINK 16 - C						25.0	26.4	44.4	45.9	35.9	177.6
	661650	BLOCK 50 LINK 16 - C					37.3	45.5	51.2	8.1	4.7		146.8
	99999E	MISC ENGINE UPDAT	2.8	0.0	0.3	0.4	0.0	0.0	0.4				3.9
	99999U	LOW COST RETROFI	2.7	1.0	0.0	0.0	0.0	0.0	0.0				3.7
	99999X	LOW COST MODIFICA	5.7	0.0	0.5	0.0	0.0	0.0	0.1				6.3
	F16PTS	ANG/AFRES TARGETI			23.0								23.0
	F18001	F110-GE-100/129 #4 B				2.0	1.4	0.5					3.9
	F18002	F110 MEC	0.2	0.4	0.8								1.4
	F18003	F110 EXHAUST NOZZ	0.4	1.0									1.4
	F19401	-229 HPT OD FLOWPA		0.1	0.4	0.9	0.6	0.5	0.9				3.4
	F19403	COMBUSTER IMPROV		0.4									0.4
	F19407	F110-GE-100 T4B PYR			0.4	0.5	0.5	0.6	0.6				2.6
	F19409	F110-GE-129 AUXILIA		0.0									0.0

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
		F19410	F110 DEC HARDWAR	0.5		0.9	2.3	1.5	0.3					5.6
		F19411	F100 IMPROVED TUR			0.1								0.1
		F19412	F110-GE-129 EMS IMP				2.4	1.7						4.1
		F19413	GE-129 Turbine Frame				0.8	0.8	0.8	0.8				3.2
		F19450	PW-229 Fuel Nozzle Da				0.1							0.1
		F19451	PW-229 3rd Stage Fan					1.0						1.0
		F19452	PW-229 2nd Stage Fan					0.8						0.8
		F19453	F100 Enhanced Maintai				0.1	0.1						0.2
		F19454	PW-229 Improved Dur				0.2							0.2
		F19455	PW-229 DEEC Logic 2.					0.0						0.0
		F19456	PW-229 Air Particle Se				0.1							0.1
		Z88888	REPROGRAMMINGS	-0.1		8.6								8.5
	TOTAL FOR CLASS P			526.6	206.8	237.0	245.8	269.3	243.4	201.2	205.4	201.2	163.9	2,500.5
	TOTAL FOR AIRCRAFT F-16			541.3	208.6	238.4	249.5	271.2	243.5	201.9	205.4	201.2	163.9	2,524.7

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
EF-111	P-S	99999A	LOW COST SAFETY M		0.0									0.0
	TOTAL FOR CLASS P-S			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	TOTAL FOR AIRCRAFT EF-111			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
A/T-37	P-S	99999A	LOW COST SAFETY M	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.7
	TOTAL FOR CLASS P-S			0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.7
A/T-37	P	99999X	LOW COST MODIFICA	0.8							0.0	0.0		0.8
		Z88888	REPROGRAMMINGS			0.0								0.0
	TOTAL FOR CLASS P			0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
	TOTAL FOR AIRCRAFT A/T-37			0.9	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	1.5

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-5	P	14220B	MLG/DOOR ACTUATI	77.8	0.8									78.6
		15203B	MADARS REPLACEME	219.3	2.9									222.2
		3150	NAVSTAR GLOBAL P	69.4	8.1	8.1	5.3							90.9
		3455	AIRLIFT DEFENSIVE S	15.9	5.0	6.4	3.1	0.4						30.7
		6032	COMPARTMENT FLO	3.6	1.2	0.4	0.3							5.4
		6035	D-SUMP LUBE LINE M		1.5									1.5
		6036	SMART ENGINE DIAG				1.1	4.3						5.4
		6037	TF39 ENGINE HIGH P	19.5	40.2	39.7	37.6	45.8	24.9					207.7
		6038	AVIONICS MODERNIZ			9.7	22.6	129.9	195.3	217.3	163.1	2.4		740.3
		6103	HYDRAULIC SURGE C			2.3								2.3
		6150	DIGITAL ELECTRONIC	3.9	1.4									5.3
		6151	REPLACE FUEL FLOW			7.0								7.0
		6152	ANTI-SKID RELIABILIT		8.8									8.8
		6154	C-5 MODERNIZATION						17.3	18.5	97.1	453.1	4,700.8	5,286.8
		96001	STATION KEEPING E	10.0	1.4									11.4
		96004	8.33 RADIO		13.3	1.9								15.2
		99999X	LOW COST MODIFICA	2.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		3.0
		Z88888	REPROGRAMMINGS			6.9								6.9
	TOTAL FOR CLASS P			421.5	84.7	82.4	70.0	180.6	237.6	235.9	260.3	455.6	4,700.8	6,729.5
	TOTAL FOR AIRCRAFT C-5			421.5	84.7	82.4	70.0	180.6	237.6	235.9	260.3	455.6	4,700.8	6,729.5

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-9	P	3009	REENGINE		5.2	2.5	3.7	2.6						14.0
		3149T	TRAFFIC ALERT & CO	3.3	5.1	3.3								11.7
		3150	NAVSTAR GLOBAL P	25.7	2.7									28.4
		6030	REDUCED VERTICAL			3.8	4.4	5.7						13.8
		9709	GLOBAL AIR TRAFFIC					4.6	6.9	6.8				18.3
		99999S	SERVICE BULLETINS	12.8	1.2	0.6	0.7	0.9	0.7	0.8	1.0	1.0		19.6
		99999X	LOW COST MODIFICA	1.8	1.5	0.1	0.1	0.1	0.0	0.6	0.1	0.1		4.3
		TAWS	TERRAIN AWARENES			2.2	3.0	1.8						6.9
		Z88888	REPROGRAMMINGS	-1.3		0.5								-0.8
	TOTAL FOR CLASS P			42.2	15.6	12.8	11.9	15.7	7.6	8.2	1.1	1.1	0.0	116.1
	TOTAL FOR AIRCRAFT C-9			42.2	15.6	12.8	11.9	15.7	7.6	8.2	1.1	1.1	0.0	116.1

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-17	P-S	99999A	LOW COST SAFETY M									2.0	2.0	4.0
	TOTAL FOR CLASS P-S			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	4.0
C-17	P	6002	STATION KEEPING E	5.8	2.1									7.9
		6005	TROOP DOOR AFT FA	1.2	0.3		0.8	0.2						2.5
		6007	UTILITY LIGHT LOAD	0.2	0.3									0.5
		6008	AEROMED LITTER ST		5.6	3.9	9.3	10.6	11.6	5.9				46.9
		6015	CONTAINER DELIVER	0.2	1.4	1.4								2.9
		6026	400 POUND PARATRO	0.8	4.2	2.4	1.3	0.7	0.7	3.6	4.2	0.7		18.7
		6042	SURE-COMM	2.0	0.0	0.3								2.3
		6053	MISSION COMPUTER	11.7	0.1	2.1								13.9
		6153	PRECISION LANDING	15.5	1.7									17.2
		6200	AIRCRAFT LIFETIME E						21.5	31.6				53.2
		6201	GPS INTEGRITY MONI		0.6	8.2	13.1	5.3						27.3
		6202	OPERATIONAL FLEXI									2.7	250.7	253.4
		6203	AIRDROP CAPABILITY							0.3	17.5	24.9	11.4	54.1
		6205	MAINTAINABILITY IMP								69.6	134.0	70.5	274.2
		6206	AVIONICS BLOCK UP									1.5	147.0	148.5
		6208	CARGO COMPARTME						0.1	4.2	40.9	65.8	45.0	155.9
		9702	8.33 KHZ VHF RADIO	6.9	18.4									25.3
		9703	DUAL ROW AIRDROP		0.1	0.4	1.0							1.5
		9704	COMMAND CONTROL		0.9									0.9
		9705	ELECTRONIC FLIGHT		0.8	8.0	11.9	2.3						22.9
		9706	SOFTWARE BLOCK U							1.0	5.6	1.0	6.6	14.2
		9707	RM&A MODS						0.1	3.7	7.8	9.7	26.6	47.9
		9709	GLOBAL AIR TRAFFIC				25.6	38.4	12.8					76.8
		9709B	AUTOMATED DEPEN								20.0	10.2	21.7	51.9

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
		9710	BLOCK 12 SOFTWAR					2.0	2.0					4.1
		9712	RM&A MODS (FY99)				0.1	1.2	3.3	1.0				5.6
		9713	RM&A MODS (FY00)					0.1	1.5	4.1	1.2			6.8
		9714	STATION KEEPING F					0.1	2.0	4.7				6.8
		9715	HF DATA LINK (HFDL)					3.1	3.1					6.3
		9716	REQUIRED NAV PERF					2.6	2.6					5.2
		9717	AIRCREW DATA TRA				4.3							4.3
		9718	AVIONICS & FLIGHT C								0.1		97.5	97.6
		9719	MISSION SYSTEM IMP									0.2	108.6	108.8
		9720	AIRCRAFT SYSTEMS I								0.2		30.5	30.7
		9721	ALTERNATE EEC PO				1.1	1.1	1.1	0.4				3.6
		9722	SLAT TRACK DOOR B				1.3	1.3						2.6
		9723	FIXED LEADING EDGE				0.1	2.8	2.8	2.3				8.0
		9724	FIELD ISSUES					4.4	4.4					8.8
		9725	SOFTWARE BLOCK 1			0.4	3.9	0.7						5.0
		9726	COMBUSTION EXIT T			15.0	18.1	12.6	29.0	44.6	10.4			129.7
		9727	FUTURE OUT OF CYC						0.3	0.3	1.0	1.0		2.6
		9728	CABIN PRESSURIZATI			1.8	3.5	5.0	1.6					11.9
		9729	UNSAT LOCATION AD				0.1	5.3	7.7	2.5				15.8
		9730	INSUFFICIENT EMER				0.1	3.5	5.2	1.7				10.5
		9731	CIRCUIT PROTECT FL				0.0	1.4	2.1	0.7				4.2
		9732	COCKPIT REAL ESTA				0.0	0.4	0.7	0.3				1.4
		9733	HALO GAUGE				0.1	1.8	2.6	0.8				5.3
		99999X	LOW COST MODIFICA	1.5			0.1	0.2	0.1	0.1	0.1	0.1	0.3	2.2
		TAWS	TERRAIN AWARENES					0.3	14.6	21.5	7.1			43.5
		Z88888	REPROGRAMMINGS	0.5	3.3	11.3								15.1

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	TOTAL FOR CLASS P			46.3	39.9	55.1	95.6	107.6	133.4	135.3	185.7	251.8	816.3	1,867.1
	TOTAL FOR AIRCRAFT C-17			46.3	39.9	55.1	95.6	107.6	133.4	135.3	185.7	253.8	818.3	1,871.1

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-21	P	9701	MAGNASTAR C-2000		2.0									2.0
		9709C	GATM/NEW GENERAT	1.4	4.5	57.5	8.6	6.7	9.5	3.0	1.6	1.6		94.4
		99999S	SERVICE BULLETINS	2.8	0.4	0.1	0.1	0.1	2.8	2.7	1.4	1.5		11.9
		Z88888	REPROGRAMMINGS	-0.3		2.2								1.9
	TOTAL FOR CLASS P			3.9	6.9	59.8	8.7	6.8	12.2	5.7	3.1	3.2	0.0	110.2
	TOTAL FOR AIRCRAFT C-21			3.9	6.9	59.8	8.7	6.8	12.2	5.7	3.1	3.2	0.0	110.2

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-22	P	99999S	SERVICE BULLETINS	1.0	0.3	0.2	0.2							1.6
		Z88888	REPROGRAMMINGS			0.0								0.0
	TOTAL FOR CLASS P			1.0	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.6
	TOTAL FOR AIRCRAFT C-22			1.0	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.6

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-37	P	99999S	SERVICE BULLETINS				0.3	0.3	0.3	0.3	0.3	0.3		1.8
		99999X	LOW COST MODIFICA				0.1	0.1	0.1	0.1	0.1	0.1		0.5
	TOTAL FOR CLASS P			0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.4	0.4	0.0	2.3
	TOTAL FOR AIRCRAFT C-37			0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.4	0.4	0.0	2.3

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-27	P	99999S	SERVICE BULLETINS	5.1	0.0									5.1
		Z88888	REPROGRAMMINGS	0.6	0.0									0.6
	TOTAL FOR CLASS P			5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7
	TOTAL FOR AIRCRAFT C-27			5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-32	P	9606	COMMUNICATIONS U					18.0	33.7					51.7
		9709	GLOBAL AIR TRAFFIC					6.6	2.3	7.5				16.4
		99999S	SERVICE BULLETINS				0.3							0.3
		99999X	LOW COST MODIFICA				0.2							0.2
	TOTAL FOR CLASS P			0.0	0.0	0.0	0.5	24.6	36.0	7.5	0.0	0.0	0.0	68.6
	TOTAL FOR AIRCRAFT C-32			0.0	0.0	0.0	0.5	24.6	36.0	7.5	0.0	0.0	0.0	68.6

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-137	P	3149T	TRAFFIC ALERT & CO	4.0	0.2									4.3
		99999S	SERVICE BULLETINS	11.1	1.8									12.9
	TOTAL FOR CLASS P			15.1	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.1
	TOTAL FOR AIRCRAFT C-137			15.1	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.1

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-141	P-S	99999A	LOW COST SAFETY M	2.4		0.1	0.6	0.7	0.7	0.7	0.7	0.8		6.7
	TOTAL FOR CLASS P-S			2.4	0.0	0.1	0.6	0.7	0.7	0.7	0.7	0.8	0.0	6.7
C-141	P	13627B	AUTOPILOT/COCKPIT	145.2	18.1	5.2								168.5
		3149TT	TRAFFIC ALERT & CO		14.1	23.7	9.4							47.1
		3150	NAVSTAR GLOBAL P	55.8	6.0	2.2								64.0
		3455	AIRLIFT DEFENSIVE S	21.6	5.2	0.9								27.6
		99999X	LOW COST MODIFICA	2.8		0.1	0.1	0.1	0.1	0.1	0.1	0.1		3.5
		Z88888	REPROGRAMMINGS	0.7		1.1								1.7
	TOTAL FOR CLASS P			226.0	43.4	33.1	9.5	0.1	0.1	0.1	0.1	0.1	0.0	312.5
	TOTAL FOR AIRCRAFT C-141			228.4	43.4	33.2	10.0	0.8	0.8	0.8	0.8	0.9	0.0	319.1

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
T-1	P	3150	NAVSTAR GLOBAL P	21.6	6.7	7.4	0.0							35.7
		Z88888	REPROGRAMMINGS			0.2								0.2
	TOTAL FOR CLASS P			21.6	6.7	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.9
	TOTAL FOR AIRCRAFT T-1			21.6	6.7	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.9

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
T-3	P-S	3009T	T-3 FUEL SYSTEM MO	3.3	2.9									6.2
		99999A	LOW COST SAFETY M	0.2	0.1	0.1	0.1	0.1						0.6
	TOTAL FOR CLASS P-S			3.6	3.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	6.8
T-3	P	4962	T-3 RECOVERY SYST				2.1	3.4						5.5
		Z88888	REPROGRAMMINGS	-2.3		0.0								-2.3
	TOTAL FOR CLASS P			-2.3	0.0	0.0	2.1	3.4	0.0	0.0	0.0	0.0	0.0	3.2
	TOTAL FOR AIRCRAFT T-3			1.3	3.0	0.1	2.2	3.5	0.0	0.0	0.0	0.0	0.0	10.1

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
T-38	P-S	10206A	FUS STA 325 BULKHE	30.5	3.4	13.6	3.7	2.1						53.2
		14207B	COCKPIT ENCLOSUR	62.3	2.8	1.4	4.2							70.7
		19205A	BIRD IMPACT RESIST	22.1	0.9									23.1
		99999A	LOW COST SAFETY M	1.5	0.1	0.8	0.0	0.8	0.2	0.1	0.0	0.0		3.5
	TOTAL FOR CLASS P-S			116.5	7.2	15.8	7.9	2.9	0.2	0.1	0.0	0.0	0.0	150.6
T-38	P	6029	AVIONICS UPGRADE			34.6	85.7	89.1	84.1	107.6	109.2	55.6	27.8	593.8
		6034	PROPULSION SYSTE				0.5	5.8	7.1	7.3	7.5	7.6	46.6	82.5
		6041	J85-5 ENGINE MODER					40.7	43.6	41.8	41.7	41.2	280.5	489.5
		6043	ENGINE AIR INLET & 3				0.4	8.6	8.7	10.4	10.6	10.9	71.5	121.1
		99999X	LOW COST MODIFICA								0.0	0.0		0.0
	TOTAL FOR CLASS P			0.0	0.0	34.6	86.6	144.2	143.5	167.1	169.0	115.3	426.4	1,286.8
	TOTAL FOR AIRCRAFT T-38			116.5	7.2	50.4	94.5	147.1	143.7	167.2	169.1	115.3	426.4	1,437.4

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
T-41	P	99999X	LOW COST MODIFICA	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.9
		Z88888	REPROGRAMMINGS	-0.0		0.0								-0.0
	TOTAL FOR CLASS P			0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.9
	TOTAL FOR AIRCRAFT T-41			0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.9

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
T-43	P	3149F	FLIGHT DATA RECOR	3.5	2.6	1.6								7.7
		3149T	TRAFFIC ALERT & CO	3.1							1.7	6.5		11.3
		3150	NAVSTAR GLOBAL P	5.4		3.5								8.9
		9605	INMARSAT AND SATC		1.9									1.9
		99999S	SERVICE BULLETINS		1.2	0.4	0.7	0.4	0.3	0.2	1.9	1.5		6.6
		99999X	LOW COST MODIFICA	1.2		0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.8
		TAWS	TERRAIN AWARENES					3.1	3.5		3.7	2.9		13.1
		Z88888	REPROGRAMMINGS			-3.4								-3.4
	TOTAL FOR CLASS P			13.2	5.7	2.2	0.7	3.6	3.8	0.3	7.4	11.0	0.0	47.9
	TOTAL FOR AIRCRAFT T-43			13.2	5.7	2.2	0.7	3.6	3.8	0.3	7.4	11.0	0.0	47.9

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
KC-10	P-S	99999A	LOW COST SAFETY M	0.6	0.1	0.1	0.0	0.5	0.0	0.1	0.1	0.1		1.4
	TOTAL FOR CLASS P-S			0.6	0.1	0.1	0.0	0.5	0.0	0.1	0.1	0.1	0.0	1.4
KC-10	P	3149T2	TCAS AND TAWS		6.3	15.6	13.2	6.0						41.2
		3150	NAVSTAR GLOBAL P	56.2	5.1	4.3	2.5							68.1
		4369	REPLACE PYLONS 1&		3.3	2.3	3.8	3.3	1.1	1.0				14.9
		6046	L-BAND SATCOM	9.8	1.1									10.9
		9702	8.33 KHZ VHF RADIO		2.0	0.3								2.3
		9709	GLOBAL AIR TRAFFIC			18.8	23.6	22.3	29.1	13.5				107.2
		9709B	AUTOMATED DEPEN					3.5	2.2	6.2	3.1	1.8		16.9
		99999S	SERVICE BULLETINS	15.4	5.2	3.3	3.2	2.2	0.9	2.3	1.9	1.9		36.3
		99999X	LOW COST MODIFICA	2.4	0.8	0.1	0.1	0.1	0.0	0.1	0.1	0.1		3.7
		SIM-10	SIMULATOR UPGRAD	11.6		7.7	6.9	4.6						30.7
		Z88888	REPROGRAMMINGS			2.0								2.0
	TOTAL FOR CLASS P			95.5	23.9	54.4	53.3	41.9	33.4	23.0	5.1	3.8	0.0	334.2
	TOTAL FOR AIRCRAFT KC-10			96.1	24.0	54.5	53.4	42.4	33.4	23.1	5.1	3.8	0.0	335.6

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-12	P	3149F	FLIGHT DATA RECOR	4.5	3.1	1.4								9.0
		3150	NAVSTAR GLOBAL P	9.0	0.2									9.2
		99999S	SERVICE BULLETINS	0.3	0.5	0.2	0.8	0.1	0.3	0.3	0.3	0.3		3.1
		99999X	LOW COST MODIFICA	1.2	0.2	0.1	0.1	0.0	0.1	0.1	0.1	0.1		2.0
		TAWS	TERRAIN AWARENES			0.9	1.6	1.5						4.0
		Z88888	REPROGRAMMINGS			1.1								1.1
	TOTAL FOR CLASS P			15.0	4.0	3.8	2.4	1.6	0.4	0.4	0.4	0.4	0.0	28.5
	TOTAL FOR AIRCRAFT C-12			15.0	4.0	3.8	2.4	1.6	0.4	0.4	0.4	0.4	0.0	28.5

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-18	P	3150	NAVSTAR GLOBAL P	5.2	0.3									5.5
		99999S	SERVICE BULLETINS		0.0	0.2	0.2	0.3	0.7	0.7	0.7	0.8		3.7
		99999X	LOW COST MODIFICA	4.2		0.1	0.1	0.1	0.1	0.1	0.1	0.1		4.9
		Z88888	REPROGRAMMINGS			0.0								0.0
	TOTAL FOR CLASS P			9.4	0.3	0.4	0.3	0.4	0.8	0.8	0.8	0.9	0.0	14.1
	TOTAL FOR AIRCRAFT C-18			9.4	0.3	0.4	0.3	0.4	0.8	0.8	0.8	0.9	0.0	14.1

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-20	P	3149T	TRAFFIC ALERT & CO	0.8	0.8	2.7								4.3
		3150	NAVSTAR GLOBAL P	13.3	1.3	3.2								17.9
		9709	GLOBAL AIR TRAFFIC					7.4	0.2	2.0				9.6
		99999S	SERVICE BULLETINS	0.8	1.3	0.3	0.3	0.4	0.4	0.6	0.4	0.4		5.0
		99999X	LOW COST MODIFICA	2.5	0.9	0.1	0.1	0.3	0.2	0.3	0.1	0.1		4.5
		TAWS	TERRAIN AWARENES		1.7		3.1	4.8	6.0					15.7
		Z88888	REPROGRAMMINGS			0.2								0.2
	TOTAL FOR CLASS P			17.5	6.0	6.6	3.5	12.9	6.9	2.9	0.5	0.5	0.0	57.1
	TOTAL FOR AIRCRAFT C-20			17.5	6.0	6.6	3.5	12.9	6.9	2.9	0.5	0.5	0.0	57.1

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-25	P	3149W	WINDSHEAR WARNIN	3.7	3.9		0.2							7.8
		3150	NAVSTAR GLOBAL P	14.7	5.3	4.2	0.2							24.4
		4268B	DIRECT BROADCAST		2.3									2.3
		9709	GLOBAL AIR TRAFFIC			2.6	7.8		0.6					11.1
		99999S	SERVICE BULLETINS	5.2	1.4	0.2	0.7	0.0	0.7	0.0	0.9	0.9		10.0
		99999X	LOW COST MODIFICA			0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.7
		TAWS	TERRAIN AWARENES		2.9		0.3							3.2
		Z88888	REPROGRAMMINGS			0.3								0.3
	TOTAL FOR CLASS P			23.6	15.9	7.4	9.3	0.1	1.5	0.1	1.0	1.0	0.0	59.8
	TOTAL FOR AIRCRAFT C-25			23.6	15.9	7.4	9.3	0.1	1.5	0.1	1.0	1.0	0.0	59.8

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-130	P-S	99999A	LOW COST SAFETY M			0.3	0.3	0.6	0.3	1.1	1.9	1.9	5.7	12.1
	TOTAL FOR CLASS P-S			0.0	0.0	0.3	0.3	0.6	0.3	1.1	1.9	1.9	5.7	12.1
C-130	P	10603A	FLIGHT DATA RECOR	5.7	0.1									5.7
		11130	PODDED RECONNAIS				10.0							10.0
		12603B	APQ-122 RADAR REP	126.1	2.7	4.6								133.4
		17605B	AUTOPILOT/GCAS	127.5	20.9	34.9	53.7	10.3	8.0					255.3
		18600B	ELECTRICAL SYSTEM	43.7	1.2	18.8	26.6	15.0	2.7	0.3				108.2
		18603B	FUEL QTY SYS UPGR	10.7	1.4	1.1	1.0	0.9	0.8	0.7	0.8	0.8		18.2
		3149	INSTL OF SOLID-STAT				5.4	3.2						8.6
		3150	NAVSTAR GLOBAL P	65.2	7.7	3.4	1.2							77.5
		3190	SCNS	341.4	5.7	4.2								351.3
		3353	HF AUTO COMM PRO	38.4	4.5	3.1	2.2	0.2	0.1					48.5
		3455	AIRLIFT DEFENSIVE S	66.1	6.9	9.0	30.2	28.9	13.6	12.9	5.0	2.2		175.1
		3587	MICROWAVE LANDIN	32.7	2.5									35.2
		6040	ENGINES				6.0	6.0	6.0	6.0	4.8			28.8
		62151B	STROBE LIGHTS	11.2	0.1									11.3
		8109	ARMOR PLATING	5.2	0.4									5.6
		8220	ALR-69 (RWR)	39.9	2.2	0.6				15.5	13.7	19.9	183.8	275.5
		8424	AERSPACE RESCUE	0.0	8.1	13.3	5.5	9.2			33.2	16.5		85.8
		8448	BLEED AIR DUCT REP		0.5	0.8	2.7	2.3	1.1					7.5
		8449	LIQUID OXYGEN SYS				1.0	3.0	2.0					6.0
		8455	INSTALLATION OF AN	5.5	0.5	1.4	1.4	1.4	1.4	1.4	1.4	1.4		15.9
		8517	C-130 AVIONICS MOD		1.8	2.8	38.6	61.0	61.4	211.2	181.9	276.2	3,103.5	3,938.4
		8520	NVIS		0.4	2.6	0.4	0.1						3.5
		8522	WC130J SPECIAL MIS		13.3									13.3
		8526	ENHANCED TCAS (TC		17.4	16.2	10.3	3.5	5.3	5.8	5.8	5.8		70.1

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
		8527	UPGRADE C-130 CRE				4.2							4.2
		8536	INSTALLATION OF AP				2.7	7.1	0.7					10.5
		8553	EMERGENCY ESSENT				0.7	0.3						1.0
		8558	INSTALLATION OF 3 R				1.0	2.9	4.5	2.0	0.2			10.7
		8561	SYNCHROPHASER WI				0.7	4.2	5.3	3.2				13.4
		8562	C-130 GENERATOR DI				0.7	1.2	0.2					2.1
		8576	EC130J SPECIAL MIS		23.6									23.6
		99999M	MISC SIMULATOR UP				0.1	0.1	0.1	1.2	1.9	1.9	5.7	11.0
		99999S	SERVICE BULLETINS	0.4			0.1	0.1	0.1	0.1	1.9	1.9	5.7	10.3
		99999X	LOW COST MODIFICA	1.9	1.9	0.1	0.9	0.7	0.5	1.9	1.9	1.9	5.7	17.5
		CWREPL	SYSTEMS/STRUCTUR									12.3	125.4	137.7
		TRC1	TACTICAL RECONNAI		5.6									5.6
		Z88888	REPROGRAMMINGS	0.0	0.0	3.4								3.5
TOTAL FOR CLASS P				921.6	129.3	120.3	207.4	161.6	114.1	262.2	252.6	340.9	3,429.8	5,939.7
TOTAL FOR AIRCRAFT C-130				921.6	129.3	120.6	207.6	162.2	114.4	263.3	254.5	342.8	3,435.5	5,951.8

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
C-135	P-S	99999A	LOW COST SAFETY M	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.5
	TOTAL FOR CLASS P-S			0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.5
C-135	P	10402B	FUEL SAVINGS ADVIS	101.5	0.6	0.6								102.7
		16405X	SCOPE RELOCATION	0.2	0.1	0.0								0.3
		17403B	STANDARD FLIGHT D	12.5	0.4	2.3	0.3	0.2	0.3					16.1
		2984X	NUCLEAR HARDENIN	0.5	0.1	0.6								1.1
		3009E	C-135 REENGINE	488.2	0.1	3.0			58.5	60.0	150.0			759.8
		3009X	AUDIBLE COCKPIT W	0.7	0.2	0.1								0.9
		3009Y	RELOCATE S/V BOX	0.7	0.1	0.1								0.9
		3042	STANDARD VHF AM/F	6.6	0.1									6.7
		3149F	FLIGHT DATA RECOR	12.2	2.4	9.9	13.8	33.3	20.7	11.9				104.2
		3150PC	PACER CRAG (COMP	194.1	94.1	129.5	170.7	71.5						659.9
		3156	PACER LINK PH II	250.6	0.8									251.3
		3353	HF AUTO COMM PRO	20.3	0.0	0.3	0.2							20.8
		4310	INTERPHONE REPLA		3.2	24.1	15.2	1.1						43.6
		48604B	INSTALLATION OF WI	2.5			0.2							2.7
		6030	REDUCED VERTICAL	4.0	6.0	27.7	47.4	40.0	16.4					141.5
		9605	INMARSAT AND SATC	1.3	0.1									1.4
		9610	CINCPAC COMM UPG	0.6	1.3									1.9
		9702	8.33 KHZ VHF RADIO				16.6	67.2						83.8
		9709	GLOBAL AIR TRAFFIC			48.4	29.6	86.5	225.9	215.2	147.4	57.1	203.1	1,013.2
		99999S	SERVICE BULLETINS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.1
		99999X	LOW COST MODIFICA	3.7	2.3	1.2	1.2	0.3	0.5	1.6	1.8	1.8		14.4
		KC4218	HIGH RELIABILITY MA	5.7	1.9	2.9	1.3	1.3	0.8					13.8
		KC4231	MULTIPOINT REFUELI	46.1	22.1	7.8	7.8	16.1	10.7	3.5	4.2	4.0	77.8	200.0
		SIM135	SIMULATOR UPGRAD			17.3	23.3	21.0	26.2	28.9				116.7

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
		TAWS	TERRAIN AWARENES	40.7	5.4	8.9	19.4	9.4	8.8					92.7
		Z88888	REPROGRAMMINGS			5.6								5.6
	TOTAL FOR CLASS P			1,192.7	141.4	290.2	347.1	347.9	368.7	321.1	303.4	62.9	280.9	3,656.3
	TOTAL FOR AIRCRAFT C-135			1,193.0	141.4	290.2	347.1	348.0	368.7	321.1	303.4	63.0	280.9	3,656.8

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
DARP	P	3009R	REENGINE	145.4	27.4	55.2	60.0	59.9	115.2	176.1	6.7	10.2		656.0
		4263	RIVET JOINT	65.3	111.0	61.7	60.2	60.7	53.7	50.3	57.2	67.6		587.7
		4265	COMBAT SENT	1.0	5.7	7.5	9.1	8.5	8.3	8.9	9.2	9.4		67.6
		4493	U-2 POWER			9.3	9.1	9.2	9.2	9.2	9.5	9.7		65.1
		Z88888	REPROGRAMMINGS			5.2								5.2
	TOTAL FOR CLASS P			211.6	144.2	138.8	138.4	138.4	186.4	244.5	82.5	96.8	0.0	1,381.7
	TOTAL FOR AIRCRAFT DARP			211.6	144.2	138.8	138.4	138.4	186.4	244.5	82.5	96.8	0.0	1,381.7

Totals may not add due to rounding.

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AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
E-3	P	3150	NAVSTAR GLOBAL P	56.4	0.7	2.3								59.4
		3371	ELECTRONIC SUPPO	276.3	17.8	14.9	16.0	15.4						340.2
		3401	JTIDS TADIL J	36.5		0.1								36.7
		3402	DATA ANALYSIS PRO	104.9		0.3	0.1	0.1						105.5
		50001A	EXT SEN, COMPUTER	37.1	29.8	28.7	18.8	30.0	19.3	30.3	69.3	45.9	16.2	325.4
		50001C	EXTEND SENTRY, CO	24.7	0.2	0.1	0.2							25.2
		50001P	PDMA	4.5	0.0		0.1	0.1						4.6
		50001R	EXTEND SENTRY, RA	41.6							4.2	32.4		78.1
		50001X	EXTEND SENTRY	17.4	9.4	1.5	6.1	6.9	5.5	5.0	4.4	6.0		62.3
		7266	RADAR SYSTEM IMPR	92.1	63.0	60.1	66.1	57.1	53.9	54.4	5.6	4.7		456.9
		9709	GLOBAL AIR TRAFFIC								0.8	2.3		3.1
		T8135	SATCOM DAMA				16.7	1.2	11.1	13.8	12.9	4.9		60.6
		Z88888	REPROGRAMMINGS	-0.3		4.3								4.0
	TOTAL FOR CLASS P			691.0	120.9	112.5	124.1	110.7	89.8	103.5	97.2	96.3	16.2	1,562.0
	TOTAL FOR AIRCRAFT E-3			691.0	120.9	112.5	124.1	110.7	89.8	103.5	97.2	96.3	16.2	1,562.0

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 00 PBR

02/08/1999

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
E-4	P	3149F	FLIGHT DATA RECOR			0.4	0.4	0.4						1.1
		3149T	TRAFFIC ALERT & CO	2.0	2.2	1.5	1.2	1.2						8.0
		3150	NAVSTAR GLOBAL P	22.6	0.4		0.9	4.9						28.8
		3410	NPES (NC2AIS) E-4B				0.3	0.8	0.9	0.5	0.5	0.6		3.7
		3445	UNIVERSAL MODEM					2.2	3.9	0.4	0.4			6.9
		3505	MODIFIED MINIATURE				10.5	19.7	6.9	1.6				38.7
		4374	E-4 MISSION COMMU	13.9		3.4	3.6							20.9
		4381	E-4B INFRASTRUCTU							20.4	39.3	10.9		70.7
		4411	E-4B MISSION SUPPO							6.9	10.9	7.0		24.8
		4412	E-4B NOISE REDUCTI						2.5	2.6	2.6			7.7
		9702	8.33 KHZ VHF RADIO		0.4	0.3	0.6							1.2
		9709	GLOBAL AIR TRAFFIC								6.7	20.5		27.2
		99999S	SERVICE BULLETINS	11.3	3.8	1.7	1.0	1.9	3.2	1.0	2.1			26.1
		99999X	LOW COST MODIFICA	1.4	2.1	0.4	0.2	2.0	1.1	0.5	0.2	0.7		8.6
		TAWS	TERRAIN AWARENES		3.5	1.3	1.3	2.5						8.6
		Z88888	REPROGRAMMINGS	-5.6	0.3	0.3								-4.9
TOTAL FOR CLASS P				45.6	12.7	9.3	20.0	35.6	18.5	33.9	62.8	39.7	0.0	278.1
TOTAL FOR AIRCRAFT E-4				45.6	12.7	9.3	20.0	35.6	18.5	33.9	62.8	39.7	0.0	278.1

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 00 PBR

02/08/1999

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
MH-60	P	8254	ALTITUDE HOLD AND	6.8	1.1									7.8
		8258	AN/AAQ-16B FLIR	15.5							28.4	9.2		53.0
		8560	SERVICE LIFE EXTEN								8.1	7.2	70.4	85.7
		99999X	LOW COST MODIFICA	0.6							0.3	0.4		1.3
		ARR	701C ENGINE AND GE		8.2	11.8	1.4							21.5
		T8130	HH-60G RETROFIT	16.8	0.3									17.1
		T8415	UPGRADE COMMUNI		1.6	4.7	14.2	20.0	27.7	28.0	30.4	32.7	24.3	183.7
		Z88888	REPROGRAMMINGS			0.6								0.6
	TOTAL FOR CLASS P			39.6	11.2	17.1	15.6	20.0	27.7	28.0	67.1	49.4	94.7	370.6
	TOTAL FOR AIRCRAFT MH-60			39.6	11.2	17.1	15.6	20.0	27.7	28.0	67.1	49.4	94.7	370.6

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 00 PBR

02/08/1999

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
OTHER	P-S	99999A	LOW COST SAFETY M					0.0	0.2	0.2	0.2	0.3		0.9
	TOTAL FOR CLASS P-S			0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.0	0.9
OTHER	P	13614B	ALE-40 DEFICIENCIES	48.7	1.0									49.8
		14212B	SUPPORT EQUIPMEN	8.8				0.0	0.1	0.1	0.1			9.0
		18615B	AN/ALR-69 SYS IMPR	42.9	0.4									43.2
		3150E9	NAVSTAR GPS (E-9)	0.1		0.1								0.2
		3429	A/B SINCGARS AJ CO	49.3	0.5									49.8
		99999J	MISCELLANEOUS LO	2.7	0.1		0.1	2.2	1.3	0.1				6.4
		99999V	MISCELLANEOUS LO	0.9	0.1	0.0	0.0							1.0
		99999X	LOW COST MODIFICA	3.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0		4.3
		CMWS	COMMON MISSILE W					0.8	56.5	83.1	94.4	99.2	223.0	556.9
		E900	E-9A TELEMETRY SY								5.9	5.4		11.4
		F16HTS	HARM TARGETING SY	2.1	11.9	5.7								19.7
		GANSPO	GLOBAL ACCESS, NA		1.8									1.8
		T8137	UHF SATCOM/ANDVT/	32.4	14.8	9.8	19.5	9.1	38.7	44.9	43.0	33.0	6.2	251.4
		T8138	AIRBORNE EHF									34.3	238.7	273.1
		T8174	HF MODERNIZATION	17.1	2.4	1.0	0.6							21.2
		Z88888	REPROGRAMMINGS	0.2		0.6								0.8
	TOTAL FOR CLASS P			208.2	34.2	17.2	20.2	12.1	96.5	128.1	143.3	172.0	467.9	1,299.9
	TOTAL FOR AIRCRAFT OTHER			208.2	34.2	17.2	20.2	12.1	96.7	128.3	143.5	172.3	467.9	1,300.8

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 00 PBR

02/08/1999

AIRCRAFT	CLASS	MOD NR	MODIFICATION TITLE	PRIOR	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
CLASSI	P	1001	COMPASS CALL	127.0	7.2	7.2	9.4	17.2	23.7	32.3	18.1	8.5		250.6
		Z88888	REPROGRAMMINGS	0.5		0.3								0.8
	TOTAL FOR CLASS P			127.6	7.2	7.5	9.4	17.2	23.7	32.3	18.1	8.5	0.0	251.5
	TOTAL FOR AIRCRAFT CLASSI			127.6	7.2	7.5	9.4	17.2	23.7	32.3	18.1	8.5	0.0	251.5

Totals may not add due to rounding.

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-2A				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$50.156	$15.637	$20.083	$42.544	$33.966	$8.263	$10.206	$10.384

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, enabling it to penetrate enemy air defenses and strike high-value targets. The overall goal of the modifications budgeted in FY00 is to standardize aircraft configuration essentially resulting in 21 'Block 30' B-2 aircraft. The primary mod in FY00 is the Spare Component Upgrades. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	110001	CONTRAIL MANAGEMEN	0.4	0.6								17.1
	110005	MILSTAR UHF	0.0	0.1								6.5
	110006	ZSR-63 - BAND 4	0.1	0.1								25.7
	110007	BRU-44A/A BOMB RACK		1.6	0.6							6.0
	110008	DISK DRIVE UNIT (DDU)	0.2	0.3								16.6
	110009	JASSM			4.0	0.1						4.2
	110011	POST BLOCK 30 UPDAT			4.3	1.3	3.6	1.5	9.1	9.8		29.6
	110012	SPARE COMPONENT UP	11.6	7.4	8.0							55.1
	110018	ACES II					0.4	0.6	0.4			1.4
	110019	DDU SOLID STATE		4.1	2.3							6.4
	110021	ADVANCED TOPCOAT	3.1									3.1
	110022	ARROWHEAD PANEL LO	5.9	0.1	0.4	0.6	0.2					7.2
	110023	ENHANCED TILES	4.1									4.1
	99999U	LOW COST RETROFIT	0.4	0.1	0.3	0.3						4.1
	99999X	LOW COST MODIFICATI	0.5	0.7	0.2	0.1	0.1	0.7	0.7	0.6	1.1	10.1
	T8137	UHF SATCOM/ANDVT/DA	5.5			40.2	29.6	5.5				80.7
	Z88888	REPROGRAMMINGS	18.3	0.6								19.2

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 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-2A				
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CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
TOTAL FOR CLASS P			50.2	15.6	20.1	42.5	34.0	8.3	10.2	10.4	1.1	297.2
TOTAL FOR AIRCRAFT B-2			50.2	15.6	20.1	42.5	34.0	8.3	10.2	10.4	1.1	297.2

Totals may not add due to rounding.

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

FY 2000 PBR
Modification Title and No: BRU-44A/A BOMB RACK R&M I MN-110007

CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC

PE 0101127F Team POWER

Description/Justification

Incorporates a mod kit to upgrade 226 existing BRU-44A/A ejector racks to the BRU-44B/A configuration. Eight BRU-44 ejector seats are mounted on the Rotary Launch Assembly. The BRU-44 is the direct interface between the RLA and the weapon/store and is the device from which the weapon is carried and released. Upgrade consists of R&M improvements to allow ACC to meet conventional weapon delivery requirements while still maintaining nuclear weapon delivery requirements. Improvements provide more weapon launches before cleanings, improved maintenance interval, and significant reduction in 'turn around' time.

Aircraft Breakdown: Active 226, Reserve 0, ANG 0

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		3.5										
PROCUREMENT (3010)												
INSTALL KITS	226	3.8										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OTHER												
INSTALLATION OF HARDWARE												
FY-97 226 KITS					[168]	1.6	[58]	0.6				
TOTAL INSTALL					168	1.6	58	0.6				
TOTAL COST (BP-1100)	226	3.8				1.6		0.6				

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

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

Fact Sheet: B-2 MN-110007 BRU-44A/A BOMB RACK R&M I (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										3.5
PROCUREMENT (3010)										
INSTALL KITS									226	3.8
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OTHER										
INSTALLATION OF HARDWARE										
FY-97 226 KITS									[226]	2.2
TOTAL INSTALL									226	2.2
TOTAL COST (BP-1100)									226	6.0

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)		01/97			
Delivery Date (Month/CY)		07/98			

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														24	72	72	58			
Output														24	72	72	58			

FY 2000 PBR
Modification Title and No: JASSM MN-110009

CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC

PE 0101127F Team POWER

Description/Justification

The Joint Air-to-Surface Standoff Missile is the only weapons acquisition program on the horizon which is able to meet the launch and leave, range, and probability of damage to point targets capabilities that currently exist in the B-2 Operational Requirements Document (ORD). Air Combat Command defines this capability as an autonomous standoff weapon, capable of desired precision strike. This mod provides for trainer upgrade and the necessary Group A hardware to allow carriage and use of the JASSM on the B-2 aircraft. The FY01 R&D will not impact the Group A. There is a low risk to the trainer mod from flight test. Trainer modifications are designed to simulate the on-aircraft JASSM display and further testing will have minimal impact on the mod.

Aircraft Breakdown: Active 20, Reserve 0, ANG 0

Development Status

The JASSM program office awarded the weapon contract to Lockheed Martin and received a Milestone II decision in the first quarter of FY99. Integration of JASSM onto the B-2 is planned for FY01-02. Proposal prep for the integration contract is currently underway with contract award planned for Apr 99. One aircraft will be upgraded during development.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						24.0		65.0		48.0		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR									20	0.1		
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								4.0				
INSTALLATION OF HARDWARE												
FY-01 20 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)								4.0	20	0.1		

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

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

Fact Sheet: B-2 MN-110009 JASSM

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										137.0
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR									20	0.1
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										4.0
INSTALLATION OF HARDWARE										
FY-01 20 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)									20	4.2

(Totals may not add due to rounding)

Milestones

	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)			01/01	10/00
Delivery Date (Month/CY)			10/01	07/01

Installation Schedule

	FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																
Output																

FY 2000 PBR
Modification Title and No: POST BLOCK 30 UPDATES MN-110011

CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC

PE 0101127F Team POWER

Description/Justification

Post Block 30 updates will implement corrections of deficiencies to the baseline program on the B-2. There are currently 22+ deficiencies identified against the Block 30 baseline that need to be corrected to bring the system up to final configuration. The deficiencies in work include but aren't limited to: Exhaust Lip blistering, Radar/Electro Magnetic Interference on Mission Display Unit, Aft Deck MagRAM erosion, and Thrust Control Unit lockup. Failure to implement these fixes as they are developed will result in continued impacts to operability & supportability.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0

Development Status

Investigation of solutions is underway.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT								4.3		1.3		3.6
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)								4.3		1.3		3.6

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Fact Sheet: B-2 MN-110011 POST BLOCK 30 UPDATES

(Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT		1.5		9.1		9.8				29.6
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)		1.5		9.1		9.8				29.6

(Totals may not add due to rounding)

Milestones

	FY-00
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

Installation Schedule

	FY-00			
Quarters	1	2	3	4
Input				
Output				

FY 2000 PBR

Modification Title and No: SPARE COMPONENT UPGRADES MN-110012

CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC

PE 0101127F Team POWER

Description/Justification

Upgrades current B-2 spare components and support equipment inventory to support the continued increased capability of B-2 aircraft coming from the production line. Failure to retrofit the spare components and support equipment will make the aircraft at Whiteman AFB unsupportable in accordance with the B-2 Essential Employment Capabilities (EEC) .

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

Development done under Northrop EMD contract. F33657-87-C0067.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	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												
MOD OF SPARES	[715]	28.0	[288]	11.6	[196]	7.4	[195]	8.0				
TOTAL COST (BP-1100)		28.0		11.6		7.4		8.0				

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

FY 2000 PBR
Modification Title and No: DDU SOLID STATE MN-110019

CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC

PE 0101127F Team POWER

Description/Justification

This change replaces the optical drive assembly from the Disk Drive Unit (DDU) with a solid state flash card data reader assembly. The existing DDU contains significant long-term support issues. The DDU is highly dependent on a very limited number of highly skilled experts to build spares and repair existing units. These experts are highly skilled due to their intensive daily work with the optical drive. However, the demand for this outdated technology is decreasing. As the few skilled people lose familiarity with the optical drive it is anticipated that the ability to repair & maintain optical drives will be virtually nonexistent & very costly. This change is a further enhancement to previous DDU modifications. It makes use of off-the-shelf technology to provide a more reliable & supportable unit. Three air vehicle upgrades will occur in-line. Air Force Personnel will do the remainder at field level. Short Initial lead-time is due to contractor action to prepare for production of initial kits. Mod number chnaged from _Q0LKD to 110019.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0

Development Status

R&D began Jun 98. Development includes the trial install of a kit in an aircraft.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				1.0		4.4						
PROCUREMENT (3010)												
INSTALL KITS					13	0.1	7	0.1				
KITS NONRECUR												
EQUIPMENT					[13]	2.6	[7]	1.4				
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.4						
SIM/TRAINER							[5]	0.2				
SUPPORT-EQUIP						1.0		0.6				
INSTALLATION OF HARDWARE												
FY-99 13 KITS					[3]	0.0						
FY-00 7 KITS												
TOTAL INSTALL					3							
TOTAL COST (BP-1100)					13	4.1	7	2.3				

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 1 Month Follow-On Lead Time: 12 Months

Fact Sheet: B-2 MN-110019 DDU SOLID STATE

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										5.4
PROCUREMENT (3010)										
INSTALL KITS									20	0.2
KITS NONRECUR										
EQUIPMENT									[20]	4.0
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.4
SIM/TRAINER									[5]	0.2
SUPPORT-EQUIP										1.6
INSTALLATION OF HARDWARE										
FY-99 13 KITS									[3]	
FY-00 7 KITS										
TOTAL INSTALL									3	
TOTAL COST (BP-1100)									20	6.4

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00
Contract Date (Month/CY)		04/99	10/99
Delivery Date (Month/CY)		05/99	10/00

Installation Schedule

	FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input								3				
Output								3				

FY 2000 PBR
Modification Title and No: ADVANCED TOPCOAT MN-110021

CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC

PE 0101127F Team POWER

Description/Justification

This mod will apply the new topcoat system to spare panels, control surfaces & leading edges. The new topcoat system will reduce or eliminate the hazardous materials associated with the topcoat paint and primer; improve the flexibility of the paint stackup (i.e., primer, silver paint, and topcoat); reduce the cure times for the paint stackup, & improve service life. JUSTIFICATION: Sanding & painting of current materials requires the maintainers wear protective gear due to the hazardous materials associated with the topcoat system. This makes the job more demanding, dramatically increasing response time and decreasing aircraft availability. Cure times for the current topcoat systems limit sortie generations and Mission Capable rates. The new topcoat system's quick cure & increased flexibility will increase aircraft availability rates. When aircraft are repainted the new topcoat system will be used. Upgraded spares will be needed to repair any damaged aircraft surfaces. This effort is funded as part of the FY98 Congressional Plus Up. Mod number changed from _R2DE8 to 110021.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

Development began Jun 98. Qualification testing is scheduled for Jul 99 to Dec 99.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				11.7								
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES			[21]	3.1								
OGC												
TOTAL COST (BP-1100)				3.1								

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

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

Fact Sheet: B-2 MN-110021 ADVANCED TOPCOAT

Projected Financial Plan (Continued)

(Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										11.7
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
OGC									[21]	3.1
TOTAL COST (BP-1100)										3.1

(Totals may not add due to rounding)

Milestones

	FY-98
Contract Date (Month/CY)	07/99
Delivery Date (Month/CY)	01/00

Installation Schedule

	FY-98			
Quarters	1	2	3	4
Input				
Output				

FY 2000 PBR

Modification Title and No: ARROWHEAD PANEL LO MAINT DESIGN MN-110022

CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC

PE 0101127F Team POWER

Description/Justification

The new Arrowhead panel improves aircraft (a/c) maintainability by adopting a new design that eliminates the need for the current tape, caulk & paint system. This change will reduce the time required for low observable (LO) restoration for engine removal (from 165 to less than 1 hour), thus reducing engine change time. Engine change requires dropout link (a structural component between the engine bay & the engine nozzle bay) removal. This requires the Outer Mold Line panels (arrowhead & diamond panels) be stripped of their tape, caulk & paint system. Each side of the aircraft has one arrowhead panel in the center of the dropout link and two diamond panels on each end. Justification: The restoration & curing of LO materials associated with engine removals are a time driver in returning the B-2 to mission capability. Note: Kits are full funded up front as part of the FY98 Congressional Plus Up based on a discussion with SAF/AQXR. Installs are funded in the year they occur. Mod number changed from _RM2JU to 110022.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			21	5.9								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-98 21 KITS					[1]	0.1	[7]	0.4	[9]	0.6	[4]	0.2
TOTAL INSTALL					1	0.1	7	0.4	9	0.6	4	0.2
TOTAL COST (BP-1100)			21	5.9		0.1		0.4		0.6		0.2

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

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

Fact Sheet: B-2 MN-110022 ARROWHEAD PANEL LO MAINT DESIGN

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC									21	5.9
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-98 21 KITS										
TOTAL INSTALL									[21]	1.3
TOTAL COST (BP-1100)									21	1.3
(Totals may not add due to rounding)									21	7.2

Milestones

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

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								1	1	2	2	2	2	2	2	3	2	2		
Output								1	1	2	2	2	2	2	2	3	2	2		

FY 2000 PBR
Modification Title and No: ENHANCED TILES MN-110023

CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC

PE 0101127F Team POWER

Description/Justification

This mod would increase the impact resistance of thermal insulation tiles. These tiles are subject to damage from debris contained in the engine exhaust stream as well as other impact damage. This mod will upgrade 2 shipsets of spare tiles to the improved configuration. Justification: The enhanced tiles will reduce Maintenance Manhours/Flying Hour by an estimated 80% for tile maintenance. The cost of ownership will also be reduced, & aircraft availability will be increased. This effort is funded as part of the FY98 Congressional Plus Up. Mod number changed from _RVY8U to 110023.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	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												
MOD OF SPARES			[2]	4.0								
OGC				0.1								
TOTAL COST (BP-1100)				4.1								

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

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

Fact Sheet: B-2 MN-110023 ENHANCED TILES

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
OGC									[2]	4.0
										0.1
TOTAL COST (BP-1100)										4.1

(Totals may not add due to rounding)

Milestones

	FY-98
Contract Date (Month/CY)	01/99
Delivery Date (Month/CY)	12/99

Installation Schedule

	FY-98			
Quarters	1	2	3	4
Input				
Output				

FY 2000 PBR
Modification Title and No: UHF SATCOM/ANDVT/DAMA UPGRADE MN-T8137

CLC: B-2 Class P

Models of Aircraft Affected: B-2

Center: ASC

PE 0101127F Team POWER

Description/Justification

COMACC directed integration of SATCOM/DAMA into the B-2 avionics suite using the FY98 Congressional Plus Up. SAF/AQ (15 May 98) directed use of the new multifunction AIT radio. The 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 accomplishes COMACC direction to replace the current UHF/VHF line-of-sight (ARC-215) radios with SATCOM/DAMA. The existing UHF LO SATCOM antenna will also be replaced with an improved gain UHF SATCOM antenna. This upgrade will provid ACC with secure, long range voice and data 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 to moderate. Purchase of the kits in FY01-02 to retrofit the entire fleet is dependent on joint funding in FY00-03. (B-2 PE 11127 contributing in FY98 - $5.45, FY01 - $8.23M, FY02 - $8.02M, FY03 - $5.5M) and the MILSATCOM Terminals PE 33601 contributing FY01 - $10.43M, FY02 - $11.11M). UHF DAMA B-Kit funding not moved from MILSATCOM Terminals Other Procurement Aircraft to B-2 because B-Kits are provided by MILSATCOM Terminals as GFE to the B-2 Program. MILSATCOM Terminals B-Kit funding for B-2 is FY00 - $0.38M, FY01 - $1.48M, and FY02 - $2.80M. Funding inadvertently added by PBD 753 ($21.5M in FY01 and $10.5M in FY02) will be reprogrammed to MILSATCOM Terminals PE.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0

Development Status

Development contract was definitized 4 Nov 1998. Based on additional development costs $18.28M 3010 funding is being reclassified to 3600. One aircraft will be upgraded during development.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				61.6								
PROCUREMENT (3010)												
INSTALL KITS									6	11.6	14	19.1
KITS NONRECUR										2.0		
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[2]	5.5						5.0		
SUPPORT-EQUIP												
AWAITING BTR												
INSTALLATION OF HARDWARE										21.5		10.5
FY-01 6 KITS												
FY-02 14 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)				5.5					6	40.2	14	29.6

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Fact Sheet: B-2 MN-T8137 UHF SATCOM/ANDVT/DAMA UPGRADE

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										61.6
PROCUREMENT (3010)										
INSTALL KITS									20	30.8
KITS NONRECUR										2.0
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										5.0
SIM/TRAINER									[2]	5.5
SUPPORT-EQUIP										
AWAITING BTR										32.0
INSTALLATION OF HARDWARE										
FY-01 6 KITS	[6]	2.4							[6]	2.4
FY-02 14 KITS	[14]	3.1							[14]	3.1
TOTAL INSTALL	20	5.5							20	5.5
TOTAL COST (BP-1100)		5.5							20	80.7

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)				06/01	11/01	
Delivery Date (Month/CY)				08/02	01/03	

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarters	1	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	6	5	4
Output																					4	7	5	4

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-1B				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$109.097	$91.354	$130.389	$64.265	$192.528	$126.489	$130.052	$80.631

This line item funds modifications to the B-1B aircraft. The B-1 is a multi-engine, supersonic, long range bomber capable of delivering nuclear or conventional munitions. The overall goal of the modifications budgeted in FY00 is to increase conventional weapons capabilities and improve reliability and maintainability. The primary mod in FY00 is the NAVSTAR GPS - Communications Upgrade. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P-S	10407A	AFT DC POWER UPGRA	7.7	4.9	2.9							45.2
	4333	FIRE WARNING AND EX	1.8	0.5								6.4
	99999A	LOW COST SAFETY MO		0.0	0.0			0.3	0.1	1.0		1.4
TOTAL FOR CLASS P-S			9.5	5.4	2.9	0.0	0.0	0.3	0.1	1.0	0.0	53.0
P	3150-R	NAVSTAR GPS - COMM	47.6	16.3	46.0							145.6
	4165	EMERGENCY RESTRAIN	0.2	0.2	0.2	0.2						1.0
	4252	AVIONICS COMPUTERS			8.4	0.6	66.3	49.4	43.1	3.1		171.0
	4253	JDAM/1760 CONVENTIO	9.0	24.3	12.7	8.1						72.8
	4256	DEFENSIVE SYSTEM UP				2.1	36.1	56.3	67.5	67.4	120.9	350.3
	4273	JSOW INTEGRATION					2.1					2.1
	4274	JASSM INTEGRATION					10.6					10.6
	4298	GENERATOR CONTROL	0.8	0.2	0.6							5.5
	5013	RF TOWED DECOY SYS	21.8	30.4	28.4	32.3	27.5	4.2	3.4			169.0
	5047	SIMULATOR UPDATES	1.7			8.0			2.7	0.3		37.6
	5048	WIND CORRECTED MUN			3.8	0.1	32.7	0.4	0.8			37.8
	5051	INTERFEROMETER RCV	0.6									1.5
	5052	WAVEFORM GENERATO	0.3	0.3								5.3

Totals may not add due to rounding.

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 1999
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-1B				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$109.097	$91.354	$130.389	$64.265	$192.528	$126.489	$130.052	$80.631

This line item funds modifications to the B-1B aircraft. The B-1 is a multi-engine, supersonic, long range bomber capable of delivering nuclear or conventional munitions. The overall goal of the modifications budgeted in FY00 is to increase conventional weapons capabilities and improve reliability and maintainability. The primary mod in FY00 is the NAVSTAR GPS - Communications Upgrade. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	5055	INTEGRATED DEFENSIV				6.3	7.9	6.9	7.1	7.2	10.3	45.7
	6039	F101 DIGITAL ENGINE C				6.7	9.3	8.8	5.3	0.6		30.7
	82U800	1122 IMPROVEMENT	1.3									43.2
	8421	LINK 16			22.7							22.7
	99999X	LOW COST MODIFICATI	4.5	0.2	0.0	0.0	0.0	0.2	0.1	1.0		9.0
	T4251E	LANCER 101E	11.9	10.6	4.6							37.3
	Z88888	REPROGRAMMINGS		3.4								5.6
TOTAL FOR CLASS P			99.6	85.9	127.5	64.3	192.5	126.2	130.0	79.7	131.2	1,204.3
TOTAL FOR AIRCRAFT B-1			109.1	91.4	130.4	64.3	192.5	126.5	130.1	80.6	131.2	1,257.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 25	PAGE NO. 2	

FY 2000 PBR
Modification Title and No: AFT DC POWER UPGRADE MN-10407A

CLC: B-1 Class P-S

Models of Aircraft Affected: B-1B

Center: OC-ALC

PE 0101126F Team POWER

Description/Justification

B-1 aircraft periodically experience electrical buss failure and subsequent rapid discharge of the aircraft aft battery, which results in a safety of flight condition. The aircraft requires modification to provide redundant power to the aft and fwd DC power busses & replacement of the current NICAD battery which has low reliability. Kit quantities do not match aircraft quantities due to loss of one aircraft Sep 97 and another Feb 98. Modification was on both these aircraft. One aircraft was modified at field level using a kit procured with FY94 funds

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	80	7.7	15	1.3								
KITS NONRECUR		0.7										
EQUIPMENT	[80]	4.7	[15]	0.7								
EQUIP NONREC		1.6										
CHANGE ORDERS												
DATA		0.9		0.1				1.1				
SIM/TRAINER		1.4										
SUPPORT-EQUIP		0.7										
MOD OF SPARES	[34]	0.6	[5]	0.1		0.2						
OGC												
INSTALLATION OF HARDWARE												
FY-94 11 KITS	[11]	2.4										
FY-95 23 KITS	[23]	5.5										
FY-96 23 KITS	[15]	3.6	[7]	1.6								
FY-97 23 KITS			[17]	3.9	[6]	1.9						
FY-98 15 KITS					[9]	2.8	[6]	1.8				
TOTAL INSTALL	49	11.5	24	5.5	15	4.6	6	1.8				
TOTAL COST (BP-1100)	80	29.8	15	7.7		4.9		2.9				

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 Months

Fact Sheet: B-1 MN-10407A AFT DC POWER UPGRADE (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									95	9.0
KITS NONRECUR										0.7
EQUIPMENT									[95]	5.4
EQUIP NONREC										1.6
CHANGE ORDERS										
DATA										2.1
SIM/TRAINER										1.4
SUPPORT-EQUIP										0.7
MOD OF SPARES									[39]	0.9
OGC										
INSTALLATION OF HARDWARE										
FY-94 11 KITS									[11]	2.4
FY-95 23 KITS									[23]	5.5
FY-96 23 KITS									[22]	5.2
FY-97 23 KITS									[23]	5.8
FY-98 15 KITS									[15]	4.5
TOTAL INSTALL									94	23.4
TOTAL COST (BP-1100)									95	45.2

(Totals may not add due to rounding)

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)	03/94	12/94	12/95	12/96	12/97		
Delivery Date (Month/CY)	06/95	03/96	03/97	03/98	03/99		

Installation Schedule

	FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							1	3	4	6	5	8	3	4	7	8	4	7	7	6	2	5	3	5	4	2		
Output								1		5	5	7	5	5	5	5	6	6	9	5	6	5	3	3	3	6	4	

FY 2000 PBR

Modification Title and No: NAVSTAR GPS - COMM UPGRADE (A/J RADIO) MN-3150-R

CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: ASC

PE 0101126F Team POWER

Description/Justification

This modification improves the B-1's conventional mission effectiveness by upgrading the communications and navigational systems via the integration / installation of a Miniaturized Airborne Global Positioning System Receiver and an anti-jam radio. The GPS navigation system provides the ability to operate worldwide in all weather conditions with highly accurate, jam-resistant, 3-dimensional position, velocity and time data; increases weapon delivery accuracy; and provides required interfaces for GPS-aided munitions (i.e., JDAM & JSOW). The communications upgrade portion of the modification installs an anti-jam UHF/VHF/SINGCARS radio with SATCOM and voice only Demand Assigned Multiple Access (DAMA) capability to allow the aircraft to communicate with the force package when operating in hostile airspace. GPS/Comm components are priced as single kits and installs. Two test aircraft received modification during EMD program. No retrofit is required.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

DT&E began 1 Aug 97. EMD costs for JDAM/1760 and GPS/comm are estimated as a single program, so they cannot be separated reasonably. GPS Group B orders are put on contract in Jan of each year by the GPS-JPO. Delivery dates reflect total kit (Group A & B) lead times.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		329.2		49.0		1.4						
PROCUREMENT (3010)												
INSTALL KITS	30	13.3	61	16.7								
KITS NONRECUR												
EQUIPMENT	[30]	15.9	[61]	20.1								
EQUIP NONREC												
CHANGE ORDERS		0.4		2.0		1.0		1.3				
DATA				0.2		0.2		0.5				
SIM/TRAINER				3.7								
SUPPORT-EQUIP		0.4										
GFP		1.7		4.1								
ICS						0.4		0.4				
INSTALLATION OF HARDWARE												
FY-96 2 KITS	[1]	0.5	[1]	0.7								
FY-97 28 KITS	[6]	3.5			[22]	14.8						
FY-98 61 KITS							[61]	43.7				
TOTAL INSTALL	7	4.0	1	0.7	22	14.8	61	43.7				
TOTAL COST (BP-1100)	30	35.7	61	47.6		16.3		46.0				

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 18 Months

Follow-On Lead Time: 16 Months

Fact Sheet: B-1 MN-3150-R NAVSTAR GPS - COMM UPGRADE (A/J RADIO) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										379.6
PROCUREMENT (3010)										
INSTALL KITS									91	30.0
KITS NONRECUR										
EQUIPMENT									[91]	36.0
EQUIP NONREC										
CHANGE ORDERS										4.7
DATA										0.9
SIM/TRAINER										3.7
SUPPORT-EQUIP										0.4
GFP										5.8
ICS										0.8
INSTALLATION OF HARDWARE										
FY-96 2 KITS									[2]	1.3
FY-97 28 KITS									[28]	18.3
FY-98 61 KITS									[61]	43.7
TOTAL INSTALL									91	63.3
TOTAL COST (BP-1100)									91	145.6

(Totals may not add due to rounding)

Milestones

	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)				06/96	03/97	03/98			
Delivery Date (Month/CY)				12/97	07/98	07/99			

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	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	8	9	14	15	16	16
Output																						1		4	3	4	8	8	15	16	14	

	FY-01			
Quarters	1	2	3	4
Input				
Output	12	6		

FY 2000 PBR
Modification Title and No: AVIONICS COMPUTERS MN-4252

CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: ASC

PE 0101126F Team POWER

Description/Justification

This modification increases the B-1's conventional weapons capability by upgrading six avionics computer units and two Data Transfer Units (DTUs). This increases data processing capability and significantly improves long term supportability. The upgrade also enables simultaneous carriage of weapon types (weapon flexibility) and greatly reduces the software cost and development schedule to add new weapons such as JSOW and JASSM. Total quantity procured is 101: 93 kits for aircraft and 8 for software labs and simulators. This modification is managed with the WCMD integration (MN-5048) [ie; Same contract, same contractor, etc...]. The intial and follow-on leave time refer to the lead time for the production contract which starts in FY02. The first 3 kits are procure under the EMD contract.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

EMD completes in FY01 and software integration efforts initiated in FY99.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		54.7		46.3		52.6		52.4		29.4		
PROCUREMENT (3010)												
INSTALL KITS							3	1.1			37	14.8
KITS NONRECUR												
EQUIPMENT							[3]	3.7			[37]	41.9
EQUIP NONREC								2.8				
CHANGE ORDERS								0.4				2.4
DATA								0.4				0.7
SIM/TRAINER												4.8
SUPPORT-EQUIP												0.7
GFE												1.0
INSTALLATION OF HARDWARE												
FY-00 3 KITS									[3]	0.6		
FY-02 37 KITS												
FY-03 29 KITS												
FY-04 24 KITS												
TOTAL INSTALL									3	0.6		
TOTAL COST (BP-1100)							3	8.4		0.6	37	66.3

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 15 Months

Follow-On Lead Time: 13 Months

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

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										235.4
PROCUREMENT (3010)										
INSTALL KITS	29	11.2	24	9.0					93	36.1
KITS NONRECUR										
EQUIPMENT	[29]	31.5	[24]	25.8					[93]	102.9
EQUIP NONREC										2.8
CHANGE ORDERS		2.3		3.2		0.5				8.7
DATA		0.3								1.5
SIM/TRAINER				1.2						6.0
SUPPORT-EQUIP										0.7
GFE		0.7		0.5						2.2
INSTALLATION OF HARDWARE										
FY-00 3 KITS									[3]	0.6
FY-02 37 KITS	[33]	3.4	[4]	0.4					[37]	3.8
FY-03 29 KITS			[29]	3.1					[29]	3.1
FY-04 24 KITS					[24]	2.6			[24]	2.6
TOTAL INSTALL	33	3.4	33	3.5	24	2.6			93	10.1
TOTAL COST (BP-1100)	29	49.4	24	43.1		3.1			93	171.0

(Totals may not add due to rounding)

Milestones

	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05
Contract Date (Month/CY)								11/99		10/01	10/02	10/03	
Delivery Date (Month/CY)								04/01		01/03	11/03	11/04	

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-01				FY-02				FY-03				FY-04				FY-05			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input			2	1					2	7	12	12	12	12	9		4	11	9	
Output			2	1						2	9	11	10	11	10	9	4	7	10	7

FY 2000 PBR

Modification Title and No: JDAM/1760 CONVENTIONAL ENHANCEMENTS MN-4253

CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: ASC

PE 0101126F Team POWER

Description/Justification

This modification procures 129 launcher conversion kits to integrate Joint Direct Attack Munitions (JDAM) onto the B-1B aircraft. JDAM is the first Mil-Std-1760 weapon planned for the B-1, so the mod reduces future weapons integration costs by providing the Mil-Std-1760 interface equipment for the B-1B now for JDAM and future 1760-type weapons (i.e., WCMD and JSOW). The first three kits (FY96) are kit-proof units; the remaining 126 kits will be delivered to ACC for field-level installation on existing launchers in the inventory. The quantity reflects the best value procurement in response to ACC's direction to buy as many launcher kits a possible.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

DT&E began 1 Aug 97. Safe separation flight testing started in FY96. Note: EMD costs for JDAM/1760 and GPS/Comm were estimated as a single program, so they cannot be separated reasonably. The total EMD cost is shown on the GPS/Comm P-3 (Mod # 3150-R).

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	[24]	15.5	[7]	7.8	[50]	19.3	[34]	11.9	[14]	6.4		
EQUIP NONREC												
CHANGE ORDERS		1.1		1.0		1.2		0.3		1.5		
DATA				0.2		0.5		0.3		0.2		
SIM/TRAINER												
SUPPORT-EQUIP		2.3				3.1						
GFE						0.2		0.2				
TOTAL COST (BP-1100)		18.8		9.0		24.3		12.7		8.1		

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 23 Months

Follow-On Lead Time: 22 Months

Fact Sheet: B-1 MN-4253 JDAM/1760 CONVENTIONAL ENHANCEMENTS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									[129]	60.9
EQUIP NONREC										5.1
CHANGE ORDERS										1.2
DATA										
SIM/TRAINER										5.3
SUPPORT-EQUIP										0.3
GFE										
TOTAL COST (BP-1100)										72.8

(Totals may not add due to rounding)

Milestones

	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)				06/96	02/97	09/98	01/99	11/99	11/00
Delivery Date (Month/CY)				05/98	12/98	07/00	11/00	09/01	09/02

FY 2000 PBR
Modification Title and No: DEFENSIVE SYSTEM UPGRADE PROGRAM MN-4256 CLC: B-1 Class P

Models of Aircraft Affected: B-1B Center: ASC PE 0101126F Team POWER

Description/Justification

This modification improves situational awareness and jamming effectiveness while significantly reducing annual O&S costs. An AN/ALR-56M radar warning receiver will be installed on the B-1B to detect & identify threat radar systems. Jamming effectiveness is improved by the addition of the RF Countermeasures (RFCM) portion of the Navy developed IDECM system. The combination of an onboard jammer and a FOTD significantly improves aircraft survivability. This modification also removes close to 100 LRUs from the existing system while adding 34 new LRUs resulting in an annual O&S savings of approximately $50M. Three installed EMD systems will be refurbished to a production configuration (only a 6 month lead time on the refurbed kits but the full installation time on the first 2 ACC A/C). The balance of the B-1B fleet (90 A/C) will be modified during PDM using assets procured under the full rate production program. The IDECM kits procured under Mod # 5055 are installed and integrated with the system under this program.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

Pre-EMD started in FY93. The full-EMD contract started in FY97.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		73.5		63.9		73.2		80.5		59.0		18.0
PROCUREMENT (3010)												
INSTALL KITS									3	0.3	12	7.6
KITS NONRECUR										0.2		0.4
EQUIPMENT									[3]	0.4	[12]	25.9
EQUIP NONREC												
CHANGE ORDERS												1.6
DATA												0.7
SIM/TRAINER												
SUPPORT-EQUIP										0.2		
OGC												
REFURB OF EMD												
ASSETS												
INSTALLATION OF HARDWARE												
FY-01 3 KITS									[3]	1.0		
FY-02 12 KITS												
FY-03 16 KITS												
FY-04 18 KITS												
FY-05 19 KITS												
FY-06 18 KITS												
FY-07 7 KITS												
TOTAL INSTALL									3	1.0		
TOTAL COST (BP-1100)									3	2.1	12	36.1

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 6 Months Follow-On Lead Time: 24 Months

Fact Sheet: B-1 MN-4256 DEFENSIVE SYSTEM UPGRADE PROGRAM (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										368.2
PROCUREMENT (3010)										
INSTALL KITS	16	9.5	18	10.5	19	10.9	25	14.9	93	53.6
KITS NONRECUR										0.6
EQUIPMENT	[16]	33.3	[18]	37.3	[19]	39.2	[25]	52.3	[93]	188.4
EQUIP NONREC										
CHANGE ORDERS		2.9		1.8		1.3		1.4		8.9
DATA		0.8		0.3		0.3		0.3		2.4
SIM/TRAINER				4.7						4.7
SUPPORT-EQUIP		6.0		0.6						6.9
OGC		3.8		5.5		5.6		11.6		26.5
REFURB OF EMD ASSETS										
INSTALLATION OF HARDWARE										
FY-01 3 KITS									[3]	1.0
FY-02 12 KITS			[12]	6.9					[12]	6.9
FY-03 16 KITS					[16]	10.0			[16]	10.0
FY-04 18 KITS							[18]	11.4	[18]	11.4
FY-05 19 KITS							[19]	12.4	[19]	12.4
FY-06 18 KITS							[18]	12.0	[18]	12.0
FY-07 7 KITS							[7]	4.7	[7]	4.7
TOTAL INSTALL			12	6.9	16	10.0	62	40.5	93	58.3
TOTAL COST (BP-1100)	16	56.3	18	67.5	19	67.4	25	120.9	93	350.3

(Totals may not add due to rounding)

Milestones

	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07
Contract Date (Month/CY)									12/00	12/01	12/02	12/03	12/04	12/05	12/06
Delivery Date (Month/CY)									06/01	12/03	12/04	12/05	12/06	12/07	12/08

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

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input			3											2	5	5	3	4	5	4	5	4	5	4	5	4	5	5	5	4	5	4
Output					3											2	5	5	3	4	5	4	5	4	5	4	5	4	5	5	5	4

	FY-09
Quarters	1
Input	
Output	

Fact Sheet: B-1 MN-4256 DEFENSIVE SYSTEM UPGRADE PROGRAM (Continued)

Installation Schedule Continued

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

FY 2000 PBR

Modification Title and No: FIRE WARNING AND EXTINGUISHING PANEL MN-4333

CLC: B-1 Class P-S

Models of Aircraft Affected: B-1B

Center: OC-ALC

PE 0101126F Team POWER

Description/Justification

Funds will be used to upgrade the Fire Warning and Extinguishing Panel (FWEP), a safety critical device. The current FWEP has been a maintenance and reliability problem. A new panel will solve this problem and ensure proper warning to aircrews of a fire in the engine bay, APU bay, or in overwing fairing area. FY95/96 kit quantities do not match current aircraft quantities due to loss of one aircraft Sep 97 and another Feb 98. As a result of the Feb 98 mishap, the FWEP must be modified to eliminate a single point failure mode that existed in the FY95/96 upgrade kits. Funds in FY98 and FY99 are budgeted to implement this deficiency fix. Kit quantities in FY98/99 reflect the modification kits required to fix the single point failure deficiency.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	95	2.6	62	1.0	31	0.5						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.9		0.3								
SIM/TRAINER		0.6		0.5								
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	95		62	1.8	31	0.5						

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

Fact Sheet: B-1 MN-4333 FIRE WARNING AND EXTINGUISHING PANEL (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									188	4.1
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.2
SIM/TRAINER										1.1
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									188	6.4

(Totals may not add due to rounding)

Milestones

	FY-95	FY-96	FY-97	FY-98	FY-99
Contract Date (Month/CY)	05/96	05/96		12/99	12/99
Delivery Date (Month/CY)	02/97	02/97		09/00	09/00

FY 2000 PBR
Modification Title and No: RF TOWED DECOY SYSTEMS ALE-50 MN-5013

CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: ASC

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. These assets will be provided as GFP to Boeing North American, the TDS integrator. TDS will employ the AN/ALE-50 as a repeater decoy to improve the survivability of the B-1B against radar directed threat systems. Funding does not include decoy rounds. FY96 funds were congressionally reprogrammed for program acceleration. In keeping with Congressional intent, these kits will be installed with FY96 funds. FY97 funds for the kit proof kit which was awarded before the FY96 acceleration. P3I will replace launchers & controllers with improved versions. P3I production will begin by ECP in FY98. Kit for 93rd A/C procured with 3600 funds in support of DSUP EMD. Prior to FY99, program funded within PE 0207442F.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

Contractor EMD for Group A and B CFE began 3/95. MS III occurred 2/98. Kit proof procured 2/97, installation began 1/98. Production contract awarded 5/98. Production installation 5/99.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		29.5		0.3								
PROCUREMENT (3010)												
INSTALL KITS	12	11.6	12	11.6	19	11.1	18	10.1	18	13.3	13	9.8
KITS NONRECUR		0.1										
EQUIPMENT	[12]	7.5	[12]	8.7	[19]	14.4	[18]	13.3	[18]	13.3	[13]	10.6
EQUIP NONREC												
CHANGE ORDERS		0.3		1.1		1.8		1.0		1.2		2.5
DATA		0.1				0.1		0.1		0.1		0.1
SIM/TRAINER												
SUPPORT-EQUIP				0.3		0.2						
CONT LIAB		0.2										
PMA						0.3		0.4		0.4		0.5
GFP												
FLIGHT TEST						0.8						
INSTALLATION OF HARDWARE												
FY-96 11 KITS	[7]	1.1			[4]	0.8						
FY-97 1 KITS			[1]	0.2								
FY-98 12 KITS					[4]	0.8	[8]	1.7				
FY-99 19 KITS							[9]	1.9	[10]	2.2		
FY-00 18 KITS									[8]	1.8	[10]	2.3
FY-01 18 KITS											[8]	1.9
FY-02 13 KITS												
TOTAL INSTALL	7	1.1	1	0.2	8	1.6	17	3.6	18	4.0	18	4.2
TOTAL COST (BP-1100)	12	21.0	12	21.8	19	30.4	18	28.4	18	32.3	13	27.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 16 Months

Follow-On Lead Time: 16 Months

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

Projected Financial Plan (Continued)

(Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										29.8
PROCUREMENT (3010)										
INSTALL KITS									92	67.4
KITS NONRECUR										0.1
EQUIPMENT									[92]	67.7
EQUIP NONREC										
CHANGE ORDERS		0.6		0.5						8.9
DATA										0.5
SIM/TRAINER										
SUPPORT-EQUIP										0.5
CONT LIAB		0.2								0.4
PMA		0.5		0.1						2.2
GFP										0.1
FLIGHT TEST										0.8
INSTALLATION OF HARDWARE										
FY-96 11 KITS									[11]	1.9
FY-97 1 KITS									[1]	0.2
FY-98 12 KITS									[12]	2.5
FY-99 19 KITS									[19]	4.2
FY-00 18 KITS									[18]	4.1
FY-01 18 KITS	[10]	2.4							[18]	4.3
FY-02 13 KITS	[2]	0.5	[11]	2.8					[13]	3.3
TOTAL INSTALL	12	2.9	11	2.8					92	20.4
TOTAL COST (BP-1100)		4.2		3.4					92	169.0

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	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			2	6	3	4	4	6	5	4	3	6	4	5	4	5	4	4	4	
Output											1	2	4	1			4	5	4	4	4	9	4	3	4	6	5	3	5	5	4	3

	FY-04			
Quarters	1	2	3	4
Input	3	5	3	
Output	1	3	5	3

FY 2000 PBR
Modification Title and No: SIMULATOR UPDATES MN-5047

CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: ASC

PE 0101126F Team POWER

Description/Justification

This modification provides hardware and software updates to the training system to reflect the aircraft configuration. FY98 funds purchase a computational system upgrade to the Maintenance Training Equipment (MTE) and FY97 funds purchase a computational system upgrade to the Cockpit Procedures Trainer (CPT). These upgrades will expand memory and spare time in both devices to accomodate Block D upgrades. The FY01 funds are for a computational system upgrade to the weapon system trainer (flight simulator). Without these upgrades, the trainers cannot be modified to reflect the conventional mission upgrades being accomplished on the aircraft. Funds in FY04/05 are for training system upgrades.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

No development.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.0										
SIM/TRAINER		24.9		1.7								
SUPPORT-EQUIP										8.0		
TOTAL COST (BP-1100)		24.9		1.7						8.0		

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

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

Fact Sheet: B-1 MN-5047 SIMULATOR UPDATES

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER				2.7		0.3				37.6
SUPPORT-EQUIP										
TOTAL COST (BP-1100)				2.7		0.3				37.6

(Totals may not add due to rounding)

Milestones

	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05
Contract Date (Month/CY)	03/94	03/94	03/95		03/97	03/98			09/00			03/04	03/05
Delivery Date (Month/CY)	06/95	06/95	06/96		06/98	06/99			12/01			06/05	06/06

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-01				FY-02				FY-03				FY-04				FY-05			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																				
Output																				

FY 2000 PBR

Modification Title and No: WIND CORRECTED MUNITIONS DISPENSER MN-5048

CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: ASC

PE 0101126F Team POWER

Description/Justification

Procures 50 Mil-Std 1760 module kits to integrate Wind Corrected Munitions Dispenser (WCMD). This gives the B-1B the capability to integrate WCMD on the B-1B enhanced conventional bomb module. This modification leverages previous Mil-Std 1760 development effort performed for CMUP Phase II JDAM integration. Modifies all 50 enhanced conventional bomb modules and will be known as the 1760 enhanced conventional bomb module (SECBM). This modification is managed with the avionics computer upgrade (MN-4252) [ie; Same contract, Same contractor, etc...]. The intial and follow-on leave time refer to the lead time for the production contract which starts in FY02. The first 3 kits are procure under the EMD contract.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

EMD started in FY96.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		12.5		10.2		14.6		12.5		4.1		
PROCUREMENT (3010)												
INSTALL KITS							3	0.1			47	0.9
KITS NONRECUR												
EQUIPMENT							[3]	2.5			[47]	29.2
EQUIP NONREC								0.9				
CHANGE ORDERS								0.1				1.9
DATA								0.2				0.4
SIM/TRAINER												
SUPPORT-EQUIP												
GFE												0.4
INSTALLATION OF HARDWARE												
FY-00 3 KITS									[3]	0.1		
FY-02 47 KITS												
TOTAL INSTALL									3	0.1		
TOTAL COST (BP-1100)							3	3.8		0.1	47	32.7

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

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

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

(Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										53.9
PROCUREMENT (3010)										
INSTALL KITS									50	0.9
KITS NONRECUR										
EQUIPMENT									[50]	31.6
EQUIP NONREC										0.9
CHANGE ORDERS				0.2						2.3
DATA										0.6
SIM/TRAINER										
SUPPORT-EQUIP										
GFE		0.1								0.5
INSTALLATION OF HARDWARE										
FY-00 3 KITS									[3]	0.1
FY-02 47 KITS	[17]	0.3	[30]	0.6					[47]	0.9
TOTAL INSTALL	17	0.3	30	0.6					50	1.0
TOTAL COST (BP-1100)		0.4		0.8					50	37.8

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04
Contract Date (Month/CY)					11/99		10/01		
Delivery Date (Month/CY)					03/01		06/03		

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	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	14
Output																							3									12

	FY-04			
Quarters	1	2	3	4
Input	15	15		
Output	15	15	5	

FY 2000 PBR

Modification Title and No: INTEGRATED DEFENSIVE ELECTRONIC COUNTERMEASURES (I MN-5055

CLC: B-1 Class P

Models of Aircraft Affected:

Center: ASC

PE 0207442F Team INFO

Description/Justification

This modification provides for the procurement of the Integrated launch controllers (IMPLCs), dual capable launchers (DCLs), magazines and fiber optic signal conditioner assemblies (SCAs) required as a part of the B-1 Defensive System Upgrade Program (DSUP). These equipments, in conjuction with the DSUP modification (See mod number MN-4256), support the use of fiber optic towed decoys (FOTD) to defeat threat systems that engage the B-1 resulting in increased missile miss distances and increased aircraft survivability. NOTES: Installation funds for this IDECM equipment are included the B-1 DSUP (MN-4256) P3A installation line. Lead Times, Contract Milestones (Contract and Delivery Dates), and the Installation Schedule are also included in the P3A for MN-4256 since this IDECM mod must be procured and installed as part of and at the same time as the DSUP modification.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

Contractor EMD for Group A and B GFE began FY96/1. MS III planned for FY01/1.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT									[3]	6.3	[12]	7.3
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
FLT LINE LOADER												0.6
TOTAL COST (BP-1100)										6.3		7.9

(Totals may not add due to rounding)

Method of Implementation:

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

Fact Sheet: B-1 MN-5055 INTEGRATED DEFENSIVE ELECTRONIC COUNTERMEASURES (I (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	[16]	6.3	[18]	6.5	[19]	6.7	[25]	8.9	[93]	41.9
EQUIP NONREC										
CHANGE ORDERS		0.1						0.2		0.3
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
FLT LINE LOADER		0.6		0.6		0.6		1.2		3.5
TOTAL COST (BP-1100)		6.9		7.1		7.2		10.3		45.7

(Totals may not add due to rounding)

Milestones

	FY-01
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR

Modification Title and No: F101 DIGITAL ENGINE CONTROL (DEC) MN-6039

CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: OC-ALC

PE 0101126F Team POWER

Description/Justification

The Digital Engine Control (DEC) replaces the existing analog augmentor fan temperature control and central integrated test system processor on the F101 Engine. The DEC includes drop-in replacement boards, built-in diagnostics and reprogram ability. In terms of form, fit and function, 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.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT									[61]	3.8	[148]	9.3
EQUIP NONREC										1.0		
CHANGE ORDERS												
DATA										0.5		
SIM/TRAINER												
SUPPORT-EQUIP										1.4		
SOFTWARE												
MOD OF SPARES												
TOTAL COST (BP-1100)										6.7		9.3

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

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

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	[140]	8.8	[83]	5.3	[9]	0.6			[441]	27.8
EQUIP NONREC										1.0
CHANGE ORDERS										
DATA										0.5
SIM/TRAINER										
SUPPORT-EQUIP										1.4
SOFTWARE										
MOD OF SPARES										
TOTAL COST (BP-1100)		8.8		5.3		0.6				30.7

(Totals may not add due to rounding)

Milestones

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

FY 2000 PBR
Modification Title and No: LINK 16 MN-8421

Models of Aircraft Affected: B-1B

Center: ASC

CLC: B-1 Class P
PE 0101126F Team POWER

Description/Justification

This upgrade provides for up to five shipsets of line of sight and beyond line of sight data link equipment that can be installed in B-1B aircraft. 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 link provided by UHF SATCOM. The five shipsets will be packaged so as to permit moving the equipment among Group A equipped aircraft. Concept for this data link capability was demonstrated on the B-1B during EFX-98.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							[5]	0.8				
KITS NONRECUR								0.5				
EQUIPMENT							[5]	15.9				
EQUIP NONREC								4.5				
CHANGE ORDERS												
DATA								0.4				
SIM/TRAINER												
SUPPORT-EQUIP								0.7				
TOTAL COST (BP-1100)								22.7				

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 24 Months

Follow-On Lead Time: 0 Months

Fact Sheet: B-1 MN-8421 LINK 16

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS									[5]	0.8
KITS NONRECUR										0.5
EQUIPMENT									[5]	15.9
EQUIP NONREC										4.5
CHANGE ORDERS										
DATA										0.4
SIM/TRAINER										
SUPPORT-EQUIP										0.7
TOTAL COST (BP-1100)										22.7

(Totals may not add due to rounding)

Milestones

	FY-00
Contract Date (Month/CY)	02/00
Delivery Date (Month/CY)	02/02

FY 2000 PBR
Modification Title and No: LOW COST MODIFICATIONS MN-99999X

CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: OC-ALC

PE 0101126F Team POWER

Description/Justification

These are low cost (less than $1M) mods which are necessary for reliability, maintainability, and/or improved system performance, and to reduce logistics costs. In FY97, $8K used for Pylon Attach Points, $10K for Cockpit Floor Panels and $30K for Wing Detent (Low cost mods) which have been completed. FY95 includes funds ($202K) given up to SAF/AQ during the FY99 BES which haven't been moved to the reprogramming mod and $21K for a Structural Angle mod (low cost mod). FY96 includes funds ($66K) for a cancelled year bill. FY97 includes funds held for a negotiated contract OTB ($2.059M) and an ASC center cancelled bill ($318K). FY98 includes the remainder of the funds held for a negotiated contract OTB ($4.5M).

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.2				0.2						
46U921		0.0										
OTHER REPROG		0.2										
CONT LIAB		2.5		4.5								
ECP (PYLONS)												
TOTAL COST (BP-1100)		2.9		4.5		0.2		0.0		0.0		0.0

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

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

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT		0.2		0.1		1.0				1.8
46U921										
OTHER REPROG										0.2
CONT LIAB										7.0
ECP (PYLONS)										
TOTAL COST (BP-1100)		0.2		0.1		1.0				9.0

(Totals may not add due to rounding)

Milestones

	FY-95
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR
Modification Title and No: LANCER 101E MN-T4251E

CLC: B-1 Class P

Models of Aircraft Affected: B-1B

Center: OC-ALC

PE 0101126F Team POWER

Description/Justification

Corrects F-101 engine deficiencies in the Central Integrated Test System (CITS) processor and fuel/lube tube fittings to reduce or eliminate future Not Mission Capable (NMC) problem areas. This mod also incorporates the newly developed ruggedized fan blade upgrade. Kits will be installed under the engine overhaul program on engines cycling through depot within the required time-frame. Installation of other kits will be at organizational level.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	135	10.2	160	11.8	120	10.6	47	4.6				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-97 135 KITS												
FY-98 160 KITS												
FY-99 120 KITS												
FY-00 47 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)	135	10.2	160	11.9	120	10.6	47	4.6				

(Totals may not add due to rounding)

Method of Implementation: DEPOT OVERHAUL

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

Fact Sheet: B-1 MN-T4251E LANCER 101E

Projected Financial Plan (Continued) (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									462	37.2
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-97 135 KITS										
FY-98 160 KITS										
FY-99 120 KITS										
FY-00 47 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)									462	37.3

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)	12/96	12/97	12/98	12/99
Delivery Date (Month/CY)	06/97	12/98	12/99	12/00

Installation Schedule

	FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																
Output																

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-52				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$34.830	$46.476	$15.973	$8.639	$29.005	$25.208	$16.913	$15.624

This line item funds modifications to the B-52H aircraft. The B-52H strategic bomber maintains nuclear and conventional taskings. The overall goal of the modifications budgeted in FY00 is to conventionally enhance B-52H aircraft to replace the retired conventionally tasked B-52G aircraft. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	3150	NAVSTAR GLOBAL POSI	1.1	2.4								34.0
	3263	INTEGRATED CONV STO	5.2	5.5	2.6							79.3
	3264	ELECTRO-OPTICAL VIE	4.7	5.4	3.3	1.4						14.8
	3308	VINSON	0.8			0.8	0.5					3.8
	4222	ARC-210 RADIO	4.9	0.3		5.4	1.7					28.5
	4260	ADVANCED WEAPON IN	5.3	1.1	0.5	1.0						13.0
	4270	ECM IMPROVEMENT	1.8	4.8	5.7			2.4	2.4			17.1
	4371	GPS TACAN	10.9	17.2	3.7							36.6
	4693	AVIONICS MIDLIFE IMPR					26.8	22.8	14.5	15.6	1.6	81.4
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1						1.1
	Z88888	REPROGRAMMINGS		9.7								9.7
TOTAL FOR CLASS P			34.8	46.5	16.0	8.6	29.0	25.2	16.9	15.6	1.6	319.4
TOTAL FOR AIRCRAFT B-52			34.8	46.5	16.0	8.6	29.0	25.2	16.9	15.6	1.6	319.4

Totals may not add due to rounding.

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

FY 2000 PBR

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

CLC: B-52 Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC

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 utilized 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. Utilized for weapons delivery GPS is baselined with the Intergrated Conventional Stores Management System (ICSMS/3263) and AGM-142 missile currently being added to the B-52. FY99 Kit Production Leadtime is 9 months. Method of installation accomplished at Contractor Facility and Depot. Program complies with congressional mandate to modify 'Attrition Reserve' aircraft. Program approved by HQ USAF to use FY97 funding, that was on withhold, for FY98 installations.

Aircraft Breakdown: Active 70, Reserve 9, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	74	8.9	3	0.4	2	0.4						
KITS NONRECUR		3.9										
EQUIPMENT	[74]	4.9	[3]	0.5	[2]	0.6						
EQUIP NONREC												
CHANGE ORDERS		2.9										
DATA		2.7										
SIM/TRAINER	[6]	1.0										
SUPPORT-EQUIP		1.1										
INSTALLATION OF HARDWARE												
FY-92 24 KITS	[24]	2.0										
FY-94 34 KITS	[33]	3.1	[1]	0.1								
FY-95 8 KITS			[2]	0.2	[6]	0.5						
FY-97 8 KITS					[8]	0.6						
FY-98 3 KITS					[3]	0.3						
FY-99 2 KITS					[2]	0.2						
TOTAL INSTALL	57	5.1	3	0.2	19	1.5						
TOTAL COST (BP-1100)	74	30.4	3	1.1	2	2.4						

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 3 Months

Follow-On Lead Time: 12 Months

Fact Sheet: B-52 MN-3150 NAVSTAR GLOBAL POSITIONING SYSTEM (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									79	9.6
KITS NONRECUR										3.9
EQUIPMENT									[79]	6.0
EQUIP NONREC										
CHANGE ORDERS										2.9
DATA										2.7
SIM/TRAINER									[6]	1.0
SUPPORT-EQUIP										1.1
INSTALLATION OF HARDWARE										
FY-92 24 KITS									[24]	2.0
FY-94 34 KITS									[34]	3.2
FY-95 8 KITS									[8]	0.7
FY-97 8 KITS									[8]	0.6
FY-98 3 KITS									[3]	0.3
FY-99 2 KITS									[2]	0.2
TOTAL INSTALL									79	6.8
TOTAL COST (BP-1100)									79	34.0

(Totals may not add due to rounding)

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)	12/91		03/94	03/95		12/97	12/97	12/98	
Delivery Date (Month/CY)	03/92		03/95	03/96		12/98	12/98	12/99	

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input		8	8	8										7	8	7			1	1			1			3	4	4		5	5	6	3
Output			8	8	8										7	8	7			1	1			1			3	4	4			5	5	6

	FY-00			
Quarters	1	2	3	4
Input				
Output	3			

FY 2000 PBR

Modification Title and No: INTEGRATED CONV STORES MGMT SYS MN-3263

CLC: B-52 Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC

PE 0101113F Team POWER

Description/Justification

This program provides an Integrated Conventional Stores Management System (ICMS) 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 new conventional weapons that are built to Military Standard 1760. FY93-FY98 uses excess B-52G group B kits for B-52H installation. This modification is baselined to the NAVSTAR GPS (MN# 3150), HAVE NAP (MN# 3375A), Harpoon (MN# 4258), and Advanced Weapon Integration (MN# 4260) modifications. FY99 Change Orders are to modify existing Group B hardware to meet advanced weapons specifications. The FY97 ECP (plyons) funds mod additional pylons to comply with Congressional mandate to modify Attrition Reserve aircraft. Program approved by HQ USAF to use FY97 funding, that was on withhold, for FY98 installations.

Aircraft Breakdown: Active 70, Reserve 9, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	79	18.2										
KITS NONRECUR		8.5										
EQUIPMENT	[79]	8.7										
EQUIP NONREC												
CHANGE ORDERS		0.8				1.0						
DATA		3.8										
SIM/TRAINER	[5]	2.4	[1]	1.6								
SUPPORT-EQUIP		14.0		3.3		2.4		0.1				
OAPT		0.2										
ECP (PYLONS)	[13]	0.3										
OGC						0.1						
INSTALLATION OF HARDWARE												
FY-93 9 KITS	[9]	3.5										
FY-94 38 KITS	[38]	5.2										
FY-95 19 KITS	[3]	0.4	[4]	0.3	[11]	2.0	[1]	0.2				
FY-97 13 KITS							[13]	2.4				
TOTAL INSTALL	50	9.1	4	0.3	11	2.0	14	2.5				
TOTAL COST (BP-1100)	79	66.0		5.2		5.5		2.6				

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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

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

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									79	18.2
KITS NONRECUR										8.5
EQUIPMENT									[79]	8.7
EQUIP NONREC										
CHANGE ORDERS										1.8
DATA										3.8
SIM/TRAINER									[6]	4.0
SUPPORT-EQUIP										19.7
OAPT										0.2
ECP (PYLONS)									[13]	0.3
OGC										0.1
INSTALLATION OF HARDWARE										
FY-93 9 KITS									[9]	3.5
FY-94 38 KITS									[38]	5.2
FY-95 19 KITS									[19]	2.8
FY-97 13 KITS									[13]	2.4
TOTAL INSTALL									79	13.9
TOTAL COST (BP-1100)									79	79.3

(Totals may not add due to rounding)

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)		12/92	03/94	03/95		03/98				
Delivery Date (Month/CY)		06/93	09/94	09/95		09/98				

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							4	3				2	9	9	9	9	1	1			1		1	1		2	2		3	4	4	
Output								4	3				2	9	9	9	9	1	1			1		1	1		2	2		3	4	

	FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4
Input	4	4	4	2				
Output	4	4	4	4	2			

FY 2000 PBR

Modification Title and No: ELECTRO-OPTICAL VIEWING SYSTEM (EVS) MN-3264

CLC: B-52 Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC

PE 0101113F Team POWER

Description/Justification

This unit combines the three high failure Electro-Optical Viewing System (EVS) Line Replaceable Units (LRUs) into one highly reliable unit. Mean time between failure of 4458 hours is expected versus the current 332 hours. Reduces internal LRU cards from 75 to 10. Improves EVS reliability and maintainability.

Aircraft Breakdown: Active 80, Reserve 9, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			29	0.6	30	0.6	21	0.4	9	0.2		
KITS NONRECUR												
EQUIPMENT			[29]	4.1	[30]	4.2	[21]	2.9	[9]	1.2		
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[3]	0.3						
SUPPORT-EQUIP						0.2						
OGC												
TOTAL COST (BP-1100)		0.0	29	4.7	30	5.4	21	3.3	9	1.4		

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

Fact Sheet: B-52 MN-3264 ELECTRO-OPTICAL VIEWING SYSTEM (EVS) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									89	1.8
KITS NONRECUR										
EQUIPMENT									[89]	12.3
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[3]	0.3
SUPPORT-EQUIP										0.2
OGC										0.1
TOTAL COST (BP-1100)									89	14.8

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)			04/99	04/00	04/01
Delivery Date (Month/CY)			04/00	04/01	04/02

FY 2000 PBR
Modification Title and No: ARC-210 RADIO MN-4222

CLC: B-52 Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC

PE 0101113F Team POWER

Description/Justification

Provides multipurpose radios for B-52H. Greatly improves frequency coverage and electronic countermeasures communications capability and improved flexibility and interoperability with other services, air traffic control centers, and allied forces. Will provide UHF/VHF voice AFSATCOM/maritime/HAVE QUICK capability. This modification is baseline to VINSON (MN# 3308). Demand assigned multiple access (DAMA) retrofit kits are being procured to modify Group B. DAMA retrofit method of installation is CFT. FY99 OGC will be used for DAMA training. Program approved by HQ USAF to use FY98 funding, that was on withhold, for outyear installation.

Aircraft Breakdown: Active 85, Reserve 9, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	47	1.9	18	1.5					29	2.5		
KITS NONRECUR												
EQUIPMENT	[47]	4.3	[18]	1.9					[29]	2.9		
EQUIP NONREC												
CHANGE ORDERS		1.0										
DATA		0.4										
SIM/TRAINER	[4]	1.6										
SUPPORT-EQUIP												
DAMA EQUIP	[47]	4.5										
DAMA INSTALL	[47]	0.6										
OGC				0.4		0.3						
INTEGRATION		0.3										
INSTALLATION OF HARDWARE												
FY-92 11 KITS	[11]	0.3										
FY-93 36 KITS	[36]	1.3										
FY-98 18 KITS			[18]	1.0								
FY-01 29 KITS											[29]	1.7
TOTAL INSTALL	47	1.6	18	1.0							29	1.7
TOTAL COST (BP-1100)	47	16.3	18	4.9		0.3			29	5.4		1.7

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Fact Sheet: B-52 MN-4222 ARC-210 RADIO (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									94	5.9
KITS NONRECUR										
EQUIPMENT									[94]	9.1
EQUIP NONREC										
CHANGE ORDERS										1.0
DATA										0.4
SIM/TRAINER									[4]	1.6
SUPPORT-EQUIP										
DAMA EQUIP									[47]	4.5
DAMA INSTALL									[47]	0.6
OGC										0.7
INTEGRATION										0.3
INSTALLATION OF HARDWARE										
FY-92 11 KITS									[11]	0.3
FY-93 36 KITS									[36]	1.3
FY-98 18 KITS									[18]	1.0
FY-01 29 KITS									[29]	1.7
TOTAL INSTALL									94	4.3
TOTAL COST (BP-1100)									94	28.5

(Totals may not add due to rounding)

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)	12/91	12/92						03/99		03/01		
Delivery Date (Month/CY)	09/92	09/93						12/99		12/01		

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	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	6			36																								
Output					5	6			36																							

	FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	9	9							8	7	7	7				
Output		9	9							8	7	7	7			

FY 2000 PBR
Modification Title and No: ADVANCED WEAPON INTEGRATION MN-4260 CLC: B-52 Class P

Models of Aircraft Affected: B-52H Center: OC-ALC PE 0101113F Team POWER

Description/Justification

Modification integrates near-precision MIL-STD 1760 weapons onto the B-52H to include the Joint Direct Attack Munition (JDAM), Wind Corrected Munition Dispenser (WCMD), Joint Standoff Weapon (JSOW), and the Joint Air-to-Surface Stand-off Missile (JASSM). The modification provides operational flight program software updates by delivering Stores Management Overlays (SMO) for weapon control and delivery, and provides umbilicals and umbilical retention hardware. Fifty-four (54) shipsets of production hardware will be procured and delivered to install on the Stub Pylon/Heavy Stores Adapter Beam (SP/HSAB). This modification is basedlined to ICSMS (MN 3263) and GPS (MN 3150). ICSMS provided modification of SP/HSABs; therefore, no Group A procurement is required. Phase I of EMD provided design of hardware. Hardware production is not related to FY98/FY99 RDT&E funding. Software design in Phase II of EMD (FY98 & FY99) does not influence or relate to production hardware (hardware physically/mechanically common to weapons).

Aircraft Breakdown: Active 50, Reserve 4, ANG 0

Development Status

Development is in two phases. Phase I develops umbilicals (IAW MIL-STD-1760) and umbilical retention hardware for carriage and release of JDAM, WCMD, JSOW and JASSM. Hardware design is complete and proven compatible with all Advance Weapons. Phase I also develops SMOs and provides system level testing for JDAM and WCMD. JDAM and WCMD are conducting IOT&E 4th Qtr FY98 - 4rd Qtr FY99. Phase II develops SMOs and provides system level testing for JSOW and JASSM. Ground/flight testing for JSOW begins 2nd Qtr FY99. Ground/flight testing for JASSM begins 4th Qtr FY99.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		3.7		2.3		3.4						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	20	4.9	34	4.7								
EQUIP NONREC		0.1										
CHANGE ORDERS												
DATA		0.2		0.3		0.4		0.4		0.9		
SIM/TRAINER				0.2	[5]	0.5						
SUPPORT-EQUIP												
SOFTWARE												
OGC				0.1		0.2		0.1				
TOTAL COST (BP-1100)	20	5.2	34	5.3		1.1		0.5		1.0		

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

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

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										9.5
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									54	9.6
EQUIP NONREC										0.1
CHANGE ORDERS										
DATA										2.2
SIM/TRAINER									[5]	0.7
SUPPORT-EQUIP										
SOFTWARE										
OGC										0.5
TOTAL COST (BP-1100)									54	13.0

(Totals may not add due to rounding)

Milestones

	FY-95	FY-96	FY-97	FY-98
Contract Date (Month/CY)			09/97	06/98
Delivery Date (Month/CY)			09/98	06/99

FY 2000 PBR
Modification Title and No: ECM IMPROVEMENT MN-4270

CLC: B-52 Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC

PE 0101113F Team POWER

Description/Justification

The ALQ-172 enchancement is an improvement to two of the common core Line Replaceable Units (LRUs). New circuit card with eraseable proms and gate array modules are incorporated. Memory is increased approximately 400% and Mean-Time-Between-Failure (MTBF) is increased. This upgrade adds a new Control Display Unit (CDU) to enhance operator and maintenance capabilities. Change Order in FY03/04 are to productionize prototype aircraft. First aircraft modification was done with RDT&E funding. This program was terminated after EMD due to HQ USAF direction.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[1]	5.2										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.4		0.9		1.1				
FLIGHT TEST												
MOD OF SPARES				1.4		3.9		4.6				
TOTAL COST (BP-1100)				1.8		4.8		5.7				

(Totals may not add due to rounding)

Method of Implementation:

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

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

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[1]	5.2
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC		0.9		0.8						4.1
FLIGHT TEST										
MOD OF SPARES		1.5		1.6						13.0
TOTAL COST (BP-1100)		2.4		2.4						17.1

(Totals may not add due to rounding)

Milestones

	FY-96
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR
Modification Title and No: GPS TACAN MN-4371

CLC: B-52 Class P

Models of Aircraft Affected: B-52H

Center: OC-ALC

PE 0101113F Team POWER

Description/Justification

GPS TACAN Replacement System (TRS) includes the installation of controls and displays, for situational awareness stations and installation of a Signal Data Converter (SDC) to interface with the current on board GPS system. This modification is basedlined with the GPS MOD (MN/3150) and ICSMS (MN/3263). Method of installation accomplished by Contractor Field Team and Depot. FY98 accelerated trial installation for AFMC aircraft. TRS incorporates the redesign of the GPS Group B Interface Unit (IU) in support of the 24 additional aircraft directed for GPS integration. The current IU has become unsupportable due to obsolete parts. The new Interface Unit will provide TACAN Emulation, AGM-142 capability, and support the current efforts of the Advance Weapons Integration Program (AWP), and the Wind Corrected Munitions Dispenser (WCMD). This capability will be extended to the additional 32 aircraft and includes retrofit of the current (47) GPS capable aircraft.

Aircraft Breakdown: Active 70, Reserve 9, ANG 0

Development Status

COMPLETE

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		8.7										
PROCUREMENT (3010)												
INSTALL KITS	9	2.1	33	2.7	32	2.3	5	0.1				
KITS NONRECUR												
EQUIPMENT	[9]	2.7	[33]	7.4	[32]	7.7	[5]	0.5				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[6]	4.0						
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-97 9 KITS			[1]	0.8	[8]	0.7						
FY-98 33 KITS					[29]	2.5	[4]	0.3				
FY-99 32 KITS							[32]	2.4				
FY-00 5 KITS							[5]	0.4				
TOTAL INSTALL			1	0.8	37	3.2	41	3.1				
TOTAL COST (BP-1100)	9	4.8	33	10.9	32	17.2	5	3.7				

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

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

Fact Sheet: B-52 MN-4371 GPS TACAN (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										8.7
PROCUREMENT (3010)										
INSTALL KITS									79	7.3
KITS NONRECUR										
EQUIPMENT									[79]	18.2
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[6]	4.0
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-97 9 KITS									[9]	1.5
FY-98 33 KITS									[33]	2.8
FY-99 32 KITS									[32]	2.4
FY-00 5 KITS									[5]	0.4
TOTAL INSTALL									79	7.1
TOTAL COST (BP-1100)									79	36.6

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										1			9	8	10	10	11	11	9	10				
Output											1			9	8	10	10	11	11	9	10			

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-117				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$24.898	$25.570	$34.646	$29.580	$28.172	$21.808	$11.955	$0.776

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 FY00 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-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	11324	PLATY BRICK/BLOCK RE	0.2									10.3
	11326	AP-102 COMPUTER MEM	2.8	0.2								23.5
	11331	STORES MANAGEMENT			2.4	5.4	5.2	4.2				17.2
	11332	HIGH TEMPERATURE E	0.2									18.9
	3150	NAVSTAR GLOBAL POSI	15.3	9.8	0.1							47.3
	31904	STEEL COMPRESSOR C	0.2	0.2	0.1							0.6
	31907	PARKING BRAKE SWITC	0.1									2.5
	31927	OMNIBUS ENGINE MODI	1.1	0.2	1.5	1.9	0.6	0.1				6.2
	31929	ICING DETECTION AND	0.1									4.9
	31934	CREW EMERGENCY ES	0.1									1.1
	31937	SINGLE CONFIGURATIO		10.9	20.8	20.8	21.3	16.4	8.1			98.3
	31968	ENGINE ELECTRONIC C	0.7	1.1								1.8
	31969	FUEL QUANTITY PROCE							0.3	0.8	2.4	3.5
	31970	WST HOST COMPUTER			3.5							3.5
	31971	AFMSS HARDWARE UP			5.2							5.2
	99999S	SERVICE BULLETINS	2.1	2.2	0.8	0.5						13.3
	99999U	LOW COST RETROFIT	1.8									7.6

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-117				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$24.898	$25.570	$34.646	$29.580	$28.172	$21.808	$11.955	$0.776

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 FY00 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-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	99999X	LOW COST MODIFICATI	0.2	0.0	0.2	1.0	1.1	1.2	3.5	0.0	0.0	15.2
	Z88888	REPROGRAMMINGS	0.0	0.9								0.9
TOTAL FOR CLASS P			24.9	25.6	34.6	29.6	28.2	21.8	12.0	0.8	2.4	281.9
TOTAL FOR AIRCRAFT F-117			24.9	25.6	34.6	29.6	28.2	21.8	12.0	0.8	2.4	281.9

Totals may not add due to rounding.

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FY 2000 PBR

Modification Title and No: AP-102 COMPUTER MEMORY EXPANSION MN-11326

CLC: F-117 Class P

Models of Aircraft Affected: F-117A

Center: ASC

PE 0207141F Team POWER

Description/Justification

The navigation and weapon computers have less than four percent spare memory after the release of OFP-55 (Aug 93). Until available memory is increased, corrections and/or improvements to the system requiring additional OFP software cannot be made. There are no Group A kits and three Group B kits per aircraft. This modification is fully integrated with the APPN 3010/BP1900 funded Ring Laser Gyro Navigation Improvement Program (RNIP) plus Global Positioning System (GPS). Procurement, delivery, and installation schedules are aligned with RNIP+ schedules. Items are currently in production and are readily available. Aircraft lost during airshow not modified. Kit buy affected by lost aircraft already negotiated - changing quantity would add cost and delay schedule.

Aircraft Breakdown: Active 54, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	123	5.7	33	1.3								
EQUIP NONREC	9	3.2										
CHANGE ORDERS												
DATA		1.1										
SIM/TRAINER	[4]	5.0										
SUPPORT-EQUIP		4.1		0.1								
MOD OF SPARES	[27]	1.2	[32]	1.3								
INSTALLATION OF HARDWARE												
FY-93 9 KITS	[9]	0.0										
FY-95 15 KITS	[15]	0.1										
FY-96 57 KITS	[42]	0.1	[15]	0.1								
FY-97 51 KITS			[36]	0.1	[15]	0.0						
FY-98 33 KITS					[30]	0.1						
TOTAL INSTALL	66	0.2	51	0.2	45	0.2						
TOTAL COST (BP-1100)	132	20.5	33	2.8		0.2						

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 18 Months

Follow-On Lead Time: 14 Months

Fact Sheet: F-117 MN-11326 AP-102 COMPUTER MEMORY EXPANSION (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									156	7.0
EQUIP NONREC									9	3.2
CHANGE ORDERS										
DATA										1.1
SIM/TRAINER									[4]	5.0
SUPPORT-EQUIP										4.2
MOD OF SPARES									[59]	2.5
INSTALLATION OF HARDWARE										
FY-93 9 KITS									[9]	
FY-95 15 KITS									[15]	0.1
FY-96 57 KITS									[57]	0.2
FY-97 51 KITS									[51]	0.2
FY-98 33 KITS									[30]	0.1
TOTAL INSTALL									162	0.6
TOTAL COST (BP-1100)									165	23.5

(Totals may not add due to rounding)

Milestones

	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)	04/93		07/95	10/95	10/96	10/97		
Delivery Date (Month/CY)	10/94		09/96	12/96	12/97	12/98		

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									3	3	3						12	15	15	15	12	12	15	12	12	12	12	9				
Output										3	3	3						12	15	15	15	12	15	12	12	12	12	9	12			

FY 2000 PBR

Modification Title and No: STORES MANAGEMENT PROCESSOR UPGRADE (MIL-STD-1760) MN-11331

CLC: F-117 Class P

Models of Aircraft Affected: F-117A

Center: ASC

PE 0207141F Team POWER

Description/Justification

Planned conventional weapons require a MIL-STD-1760 compliant, logical electrical and mechanical interface with the aircraft. The F-117A stores management processor (SMP) must undergo hardware and software modifications to establish this MIL-STD-1760 interface.

Aircraft Breakdown: Active 54, Reserve 0, ANG 0

Development Status

Engineering and Manufacturing Development effort has begun the integration of hardware and software. SMP hardware and software CDRs were completed in Mar 98 and Jun 98 respectively. First flyable unit scheduled to be delivered to Lockheed Martin Skunk Works in February 99. Development effort completed by the end of FY00/2, with production beginnng in FY00/3.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.7	[2]	4.5		4.9		2.4				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							8	1.8	12	1.7	26	3.2
EQUIP NONREC												
CHANGE ORDERS												
DATA										1.0		
SIM/TRAINER							[2]	0.6	[2]	0.1	[2]	0.2
SUPPORT-EQUIP										1.4		0.5
MOD OF SPARES									[8]	1.2	[10]	1.2
TOTAL COST (BP-1100)							8	2.4	12	5.4	26	5.2

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Fact Sheet: F-117 MN-11331 STORES MANAGEMENT PROCESSOR UPGRADE (MIL-STD-1760) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[2]	18.5
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	6	0.8							52	7.6
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.0
SIM/TRAINER	[2]	0.1							[8]	1.0
SUPPORT-EQUIP		0.2								2.1
MOD OF SPARES	[24]	3.1							[42]	5.5
TOTAL COST (BP-1100)	6	4.2							52	17.2

(Totals may not add due to rounding)

Milestones

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

FY 2000 PBR
Modification Title and No: NAVSTAR GLOBAL POSITIONING SYSTEM MN-3150 CLC: F-117 Class P

Models of Aircraft Affected: F-117A Center: ASC PE 0207141F Team POWER

Description/Justification

Funds the continuation of efforts initiated in APPN 3010/BP1900. FY92-95 BP1900 funding is shown for information only. GPS provides world-wide three dimensional positioning/navigation. GPS has three segments; user equipment, satellites and control network. Satellites broadcast high-accuracy data signals which are received by user equipment and used to compute platform positioning/velocity and provide steering vectors to target locations. Control segment daily updates the navigation messages broadcast from the satellites. GPS is a driver modification in FY97-99 and the depot induction processing charges are funded by this modification in FY97-99. Aircraft lost during airshow not modified. Kit buy affected by lost aircraft already negotiated - changing quantity would add cost and delay schedule.

Aircraft Breakdown: Active 54, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		48.8										
PROCUREMENT (3010)												
INSTALL KITS	[47]	18.6	[5]	1.2								
KITS NONRECUR	[3]	25.4										
EQUIPMENT	47	4.4	5	0.3								
EQUIP NONREC	3	6.0										
CHANGE ORDERS												
DATA		4.0										
SIM/TRAINER	[2]	1.0	[2]	3.0								
SUPPORT-EQUIP		0.7										
DEPOT PROCESS		3.9		6.9		6.4						
FLIGHT TEST		9.5										
BP1900 FUNDS		-56.1										
MOD OF SPARES	[84]	0.5	[31]	0.2	[31]	0.2	[16]	0.1				
INSTALLATION OF HARDWARE												
FY-94 2 KITS	[2]	0.0										
FY-95 20 KITS	[20]	4.1										
FY-96 19 KITS			[17]	3.7	[2]	0.5						
FY-97 9 KITS					[9]	2.1						
FY-98 5 KITS					[4]	0.7						
TOTAL INSTALL	22	4.1	17	3.7	15	3.2						
TOTAL COST (BP-1100)	50	22.1	5	15.3		9.8		0.1				

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 12 Months Follow-On Lead Time: 18 Months

Fact Sheet: F-117 MN-3150 NAVSTAR GLOBAL POSITIONING SYSTEM (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										48.8
PROCUREMENT (3010)										
INSTALL KITS									[52]	19.8
KITS NONRECUR									[3]	25.4
EQUIPMENT									52	4.7
EQUIP NONREC									3	6.0
CHANGE ORDERS										
DATA										4.0
SIM/TRAINER									[4]	4.0
SUPPORT-EQUIP										0.7
DEPOT PROCESS										17.2
FLIGHT TEST										9.5
BP1900 FUNDS										-56.1
MOD OF SPARES									[162]	1.0
INSTALLATION OF HARDWARE										
FY-94 2 KITS									[2]	
FY-95 20 KITS									[20]	4.1
FY-96 19 KITS									[19]	4.2
FY-97 9 KITS									[9]	2.1
FY-98 5 KITS									[4]	0.7
TOTAL INSTALL									54	11.0
TOTAL COST (BP-1100)									55	47.3

(Totals may not add due to rounding)

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)			10/93	01/95	01/96	01/97	01/98		
Delivery Date (Month/CY)			10/94	07/96	07/97	07/98	07/99		

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	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				4	5	5	5	4	4	5	4	4	4	4	3
Output													1	1				1				4	5	5	5	4	5	4	4	4	4	3

	FY-00			
Quarters	1	2	3	4
Input				
Output	4			

FY 2000 PBR
Modification Title and No: OMNIBUS ENGINE MODIFICATIONS MN-31927 CLC: F-117 Class P

Models of Aircraft Affected: F-117A Center: ASC PE 0207141F Team POWER

Description/Justification

Miscellaneous small modifications to increase engine life and reduce maintenance requirements. These changes include main fuel control block change, exhaust frame improvements, HPC VG bushing material, oil tank mounting, and others. Due to the numerous small modifications included in this effort, the P3A cannot identify kit, install schedule and milestones for each individual modification. This P3 reflects funding previously programmed in the High Pressure Turbine Cooling Plate P3 (MN 31922) to accommodate other engine improvement requirements. Concepts developed under the Navy's continuous improvement program (CIP).

Aircraft Breakdown: Active 54, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		0.9		1.1		0.2		1.5		1.9		0.6
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
TOTAL COST (BP-1100)		0.9		1.1		0.2		1.5		1.9		0.6

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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

Fact Sheet: F-117 MN-31927 OMNIBUS ENGINE MODIFICATIONS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT		0.1								6.2
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
TOTAL COST (BP-1100)		0.1								6.2

(Totals may not add due to rounding)

Milestones

	FY-96
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

Installation Schedule

	FY-96			
Quarters	1	2	3	4
Input				
Output				

FY 2000 PBR
Modification Title and No: SINGLE CONFIGURATION FLEET MN-31937 — CLC: F-117 — Class P
Models of Aircraft Affected: F-117A — Center: ASC — PE 0207141F — Team POWER

Description/Justification

Presently, the F-117A fleet has two major radar absorbing material (RAM) coating configurations, a costly and labor intensive panel access technology, and five leading edge configurations. This effort will develop a single, optimized RAM coating and leading edge configuration which incorporates advanced panel access technologies for the F-117A fleet. This new configuration may include new leading edge technologies, spray-on coatings, new sheet RAMs, new panel access technologies and gap fillers. This effort will greatly reduce maintenance requirements, increase aircraft availability and improve Radar Cross Section performance. Aircraft lost during airshow not modified.

Aircraft Breakdown: Active 54, Reserve 0, ANG 0

Development Status

Development contract awarded June 96. 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 rehabilitation to accommodate the robotic application system and integration of the coating delivery system. Phase 3 will strip and recoat a flight test asset, perform flight testing of the SCF modication and begin preparations for fleet a/c mod. Phase 4 will complete preparations and fabricate the first lot of kits for fleet mod. Note: FY99 kit install is trial kit install. Funding for installation is provided by CU-6 depot installs.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.3	[2]	4.4								
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					13	9.0	10	6.5	11	7.4	11	7.6
EQUIP NONREC												
CHANGE ORDERS												
DATA						1.0						
SIM/TRAINER					[2]	0.2						
SUPPORT-EQUIP												
MOD OF SPARES						0.7		0.6		0.5		0.4
DEPOT PROCESS								5.8		4.7		4.9
INSTALLATION OF HARDWARE												
FY-99 13 KITS					[1]		[11]	8.0				
FY-00 10 KITS									[11]	8.2		
FY-01 11 KITS											[11]	8.4
FY-02 11 KITS												
FY-03 5 KITS												
TOTAL INSTALL					1		11	8.0	11	8.2	11	8.4
TOTAL COST (BP-1100)					13	10.9	10	20.8	11	20.8	11	21.3

(Totals may not add due to rounding)

Method of Implementation: CLS

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

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

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[2]	10.7
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	5	3.6							50	34.0
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.0
SIM/TRAINER									[2]	0.2
SUPPORT-EQUIP										
MOD OF SPARES		0.4								2.6
DEPOT PROCESS		4.5		3.2						23.1
INSTALLATION OF HARDWARE										
FY-99 13 KITS									[12]	8.0
FY-00 10 KITS									[11]	8.2
FY-01 11 KITS									[11]	8.4
FY-02 11 KITS	[10]	7.9							[10]	7.9
FY-03 5 KITS			[6]	4.9					[6]	4.9
TOTAL INSTALL	10	7.9	6	4.9					50	37.4
TOTAL COST (BP-1100)	5	16.4		8.1					50	98.3

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input															1		3	3	3	2	3	3	3	2	3	3	3	2	3	3	2	2
Output																1			3	3	3	2	3	3	3	2	3	3	3	2	3	3

	FY-04			
Quarters	1	2	3	4
Input	3	3		
Output	2	2	3	3

FY 2000 PBR

Modification Title and No: WST HOST COMPUTER LINKAGE REPLACEMENT MN-31970 CLC: F-117 Class P

Models of Aircraft Affected: F-117A Center: ASC PE 0207141F Team POWER

Description/Justification

The F-117A WST was designed and delivered to TAC in Jan 86. The host computers were 'CONCURRENT 32s' with an 'AST Linkage' system. This critical system is rapidly becoming obsolete with spare support becoming non-existent by FY00. Replacement of the WST host computers and AST linkage system is required to maintain the current pilot training program. In addition, the replacement will improve the reliability and extend the life expectancy of the WST. FY00 funds include the total cost of the new WST computers, which will be delivered in FY02/1.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							2	3.5				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 2 KITS											[2]	
TOTAL INSTALL											2	
TOTAL COST (BP-1100)							2	3.5				

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 21 Months Follow-On Lead Time: 0 Months

Fact Sheet: F-117 MN-31970 WST HOST COMPUTER LINKAGE REPLACEMENT (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									2	3.5
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 2 KITS									[2]	
TOTAL INSTALL									2	
TOTAL COST (BP-1100)									2	3.5

(Totals may not add due to rounding)

Milestones

	FY-00	FY-01	FY-02
Contract Date (Month/CY)	02/00		
Delivery Date (Month/CY)	11/01		

Installation Schedule

	FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input									2			
Output									2			

FY 2000 PBR

Modification Title and No: AFMSS HARDWARE UPGRADE MN-31971

CLC: F-117 Class P

Models of Aircraft Affected: F-117A

Center: ASC

PE 0207141F Team POWER

Description/Justification

The lifespan of COTS hardware is limited by the manufacturer's willingness to support the equipment after it becomes obsolete due to advances in technology. To maintain supportability and to improve the performance of the system, new hardware is necessary. The system will not be maintainable when the system hardware becomes obsolete and unsupportable.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							13	5.2				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 13 KITS							[13]					
TOTAL INSTALL							13					
TOTAL COST (BP-1100)							13	5.2				

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

Fact Sheet: F-117 MN-31971 AFMSS HARDWARE UPGRADE (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									13	5.2
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 13 KITS									[13]	
TOTAL INSTALL									13	
TOTAL COST (BP-1100)									13	5.2

(Totals may not add due to rounding)

Milestones

	FY-00
Contract Date (Month/CY)	01/00
Delivery Date (Month/CY)	07/00

Installation Schedule

	FY-00			
Quarters	1	2	3	4
Input				13
Output				13

FY 2000 PBR

Modification Title and No: SERVICE BULLETINS MN-99999S

CLC: F-117 Class P

Models of Aircraft Affected: F-117A

Center: ASC

PE 0207141F Team POWER

Description/Justification

The F-117A is a Contractor Logistics Support aircraft and is maintained in a manner consistent with FAA standards. Service Bulletins improve safety, reliability and maintainability. FY96, FY97 and FY98 funding continues efforts initiated in 3010/BP19. Funding from FY99 to FY01 applies to subsequent low hour/low cost efforts.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	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		7.7		2.1		2.2		0.8		0.5		
TOTAL COST (BP-1100)		7.7		2.1		2.2		0.8		0.5		

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Fact Sheet: F-117 MN-99999S SERVICE BULLETINS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT										13.3
TOTAL COST (BP-1100)										13.3

(Totals may not add due to rounding)

Milestones

	FY-96
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: A-10				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$21.163	$31.000	$24.360	$44.086	$19.898	$26.323	$38.750	$74.322

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 FY00 is the Embedded Global Positioning and Inertial Navigation System (EGI). 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-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO	0.1	0.0	0.0	0.2	0.1	0.1	0.5	0.3	0.5	1.9
TOTAL FOR CLASS P-S			0.1	0.0	0.0	0.2	0.1	0.1	0.5	0.3	0.5	1.9
P	18202B	TF-34 AGB LIFE IMPROV								0.0	0.6	2.2
	3150EG	EGI	18.1	28.3	24.3	31.5	6.1	4.3				190.7
	3301A	INTEGRATED FLIGHT &				6.8	5.8	9.8				22.4
	37118B	AIRBORNE DATA RECO				3.6	2.2	2.1	2.3			10.2
	37120	DIGITAL DATA LINK								30.7	144.1	174.8
	4262	DIGITAL TERRAIN SYST							4.6			4.6
	7091	COMMON MISSILE WAR				0.3	3.4	3.0	3.6	2.0	46.1	58.3
	7142	COLOR AIRBORNE VIDE	3.0	1.5								4.5
	9601	ONBOARD OXYGEN GE					0.6	4.7	7.2	6.5	26.7	45.8
	9602	COUNTERMEASURE SE				1.7	1.6	2.3	6.1	4.0	1.8	17.5
	9800	A-10 REGEN							10.1	12.7	74.1	96.9
	9801	1760 BUS							4.0	17.7	70.3	92.1
	99999X	LOW COST MODIFICATI	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.3	0.5	1.9
	Z88888	REPROGRAMMINGS		1.2								1.2
TOTAL FOR CLASS P			21.1	31.0	24.4	43.9	19.8	26.2	38.3	74.0	364.2	722.9

Totals may not add due to rounding.

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: A-10				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$21.163	$31.000	$24.360	$44.086	$19.898	$26.323	$38.750	$74.322

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 FY00 is the Embedded Global Positioning and Inertial Navigation System (EGI). 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-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
TOTAL FOR AIRCRAFT A-10			21.2	31.0	24.4	44.1	19.9	26.3	38.8	74.3	364.7	724.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 28	PAGE NO. 2	

FY 2000 PBR
Modification Title and No: EGI MN-3150EG

Models of Aircraft Affected: OA/A-10

Center: SM-ALC

CLC: A-10 Class P
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. FY92 lead time is 6 months. FY95 NRE funded program changed from GPS -3A to EGI/IDM configuration. FY96 NRE funded program changed from EGI/IDM to EGI only configuration. Mod of spares are varied due to different qtys for ea type of spare. FY99-01 change orders funding planned for ECPs to resolve parts obsolence issues. FY99-01 contract award dates are driven by purchase of GFE from 00-ALC . The kit and installation total qtys are two greater than the a/c breakdown total because the two aircraft modified in FY92 had to be remodified with new kits. FY01 kit install average unit cost is higher due to USAFE 'in theater' installations.

Aircraft Breakdown: Active 216, Reserve 51, ANG 102

Development Status

Kit verification accomplished in JUN/JUL 98 at AMARC. Began entrance of A-10 Jests into AMARC for installation of low rate initial production kits. Completed A-10 EGI QOT&E testing in Sep 98. Stopped entrance of production jets into AMARC for mod due to technical issues - 31 Oct 98. Revised FY97/98 LRIP kit installation schedule. Estimate new start date is 1 Jul 99. MS III decision to occur in May 99. FY99 full rate production buy is now Jun 99. No schedule chg for the contract award dates for FY 00/01 production buys. Overall EGI install schedule moves to right 3 mths. Presently, 7 production jets at AMARC have been moidified; however, they will not be returned until fixes have been made. Estimated date for return is Jul 99.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS	70	4.4	53	1.0	85	1.5	65	1.2	98	1.8		
KITS NONRECUR		24.6										
EQUIPMENT	[70]	19.0	[53]	11.2	[85]	17.5	[65]	13.9	[98]	20.2		
EQUIP NONREC												
CHANGE ORDERS		1.6				2.0		0.5		0.4		
DATA				0.2		3.1		0.1		0.1		
SIM/TRAINER					[1]	0.8						
SUPPORT-EQUIP		4.6		0.2		0.5		0.2				
ICS		3.6		2.2		0.2		0.2		0.2		0.2
FLIGHT TEST		1.6		0.2		0.2						
MOD OF SPARES		0.1						0.1				
OGC		0.1		0.1		0.1		0.1		0.1		0.1
SOFTWARE		15.0		2.7		0.6						
INSTALLATION OF HARDWARE												
FY-92 2 KITS	[2]	0.2										
FY-95 2 KITS	[2]	0.2										
FY-96 1 KITS	[1]	0.1										
FY-97 65 KITS			[6]	0.4	[24]	1.7	[35]	2.8				
FY-98 53 KITS							[53]	4.2				
FY-99 85 KITS							[14]	1.1	[71]	6.0		
FY-00 65 KITS									[34]	2.8	[31]	2.3
FY-01 98 KITS											[45]	3.4

Fact Sheet: A-10 MN-3150EG EGI

(Continued)

Projected Financial Plan Continued

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE Continued												
TOTAL INSTALL	5	0.5	6	0.4	24	1.7	102	8.0	105	8.7	76	5.8
TOTAL COST (BP-1100)	70	78.1	53	18.1	85	28.3	65	24.3	98	31.5		6.1

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Fact Sheet: A-10 MN-3150EG EGI

(Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									371	9.9
KITS NONRECUR										24.6
EQUIPMENT									[371]	81.9
EQUIP NONREC										
CHANGE ORDERS										4.5
DATA										6.6
SIM/TRAINER									[1]	0.8
SUPPORT-EQUIP										5.4
ICS										6.6
FLIGHT TEST										2.0
MOD OF SPARES										0.2
OGC		0.2								0.8
SOFTWARE										18.3
INSTALLATION OF HARDWARE										
FY-92 2 KITS									[2]	0.2
FY-95 2 KITS									[2]	0.2
FY-96 1 KITS									[1]	0.1
FY-97 65 KITS									[65]	4.8
FY-98 53 KITS									[53]	4.2
FY-99 85 KITS									[85]	7.1
FY-00 65 KITS									[65]	5.1
FY-01 98 KITS	[53]	4.1							[98]	7.5
TOTAL INSTALL	53	4.1							371	29.1
TOTAL COST (BP-1100)		4.3							371	190.7

(Totals may not add due to rounding)

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)	03/92			09/95	03/96	06/97	03/98	06/99	03/00	03/01		
Delivery Date (Month/CY)	09/92			12/96	06/97	08/98	05/99	08/00	05/01	05/02		

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input				2																		2	1				1	5	3			21
Output					2																		2	1			1		1			21

	FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	26	26	27	23	29	33	22	21	15	12	22	27	24	22	7	
Output	25	25	27	25	25	33	26	21	17	13	17	27	25	23	14	

FY 2000 PBR

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

CLC: A-10 Class P

Models of Aircraft Affected: A/OA-10A

Center: SM-ALC

PE 0207131F Team POWER

Description/Justification

Develop and install a new Integrated Flight and Fire Control Computer (formerly titled LASTE Upgrade Computer). The current computer is at its throughput and memory limits, which precludes future avionics mods approved in the A-10 MIP. This mod is baseline for, and is required before, the following A-10 mods: Digital Data Link, Digital Terrain System, Common Missle Warning System and 1760 Bus/Smart Weapons. While the program has concurrent 3600/3010 funds projected for FY01, there is only minimal risk. The design concept is a standardized, COTS processor/interface that will permit future updates via software change only. There is a 90% surety that the final EMD efforts in FY01 will not impact the production design. Most of the 3600 in FY01 ($3.0M) is required for flight test. Anomlies discovered in flight test will be corrected via software change. A 12 month lead-time is projected for the first production units; it is essential to have 3010 funds available in FY01 to permit FY02 delivery and preclude further program delay.

Aircraft Breakdown: Active 215, Reserve 50, ANG 99

Development Status

Hardware development and software update/conversion will be done concurrently. Hardware development will be completed in FY01 and software engineering will extend into FY02. Hardware will be initially tested using an earlier version of the LASTE OFP.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						2.3		4.2		4.4		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT									67	2.6	103	4.2
EQUIP NONREC												
CHANGE ORDERS												
DATA										1.1		
SIM/TRAINER												
SUPPORT-EQUIP										2.1		
MOD OF SPARES									[18]	0.7	[39]	1.6
OGC										0.2		
TOTAL COST (BP-1100)									67	6.8	103	5.8

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

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

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										10.9
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	194	8.2							364	15.1
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.1
SIM/TRAINER										
SUPPORT-EQUIP										2.1
MOD OF SPARES	[52]	1.6							[109]	3.9
OGC										0.2
TOTAL COST (BP-1100)	194	9.8							364	22.4

(Totals may not add due to rounding)

Milestones

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

FY 2000 PBR
Modification Title and No: AIRBORNE DATA RECORDER MN-37118B

CLC: A-10 Class P

Models of Aircraft Affected: A/OA-10

Center: SM-ALC

PE 0207131F Team POWER

Description/Justification

The A/OA-10 aircraft is projected to be in service until 2028. The existing flight loads data recorder system is becoming unsupportable and less reliable. The airborne data recorder replaces the existing system with an upgraded data processor, adds new computer cards, and 1553 bus capability, which will expand and improve data collecting capability. Current MTBF is 245 hrs., projected MTBF will be 4,000 hrs.

Aircraft Breakdown: Active 22, Reserve 6, ANG 12

Development Status

The FY01 3600 monies are to continue the Prime Contractor in Risk Reduction efforts until production kicks in.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										0.2		
PROCUREMENT (3010)												
INSTALL KITS									1		10	0.1
KITS NONRECUR												
EQUIPMENT									[1]	0.1	[10]	0.5
EQUIP NONREC												
CHANGE ORDERS										0.2		0.7
DATA												1.0
SIM/TRAINER										0.7		
SUPPORT-EQUIP										2.7		
FLIGHT TEST												
OGC									[1]	0.0		
INTEGRATION											[8]	0.0
INSTALLATION OF HARDWARE												
FY-01 1 KITS									1		8	
FY-02 10 KITS												
FY-03 29 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)									1	3.6	10	2.2

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Fact Sheet: A-10 MN-37118B AIRBORNE DATA RECORDER

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										0.2
PROCUREMENT (3010)										
INSTALL KITS	29	0.2							40	0.2
KITS NONRECUR										
EQUIPMENT	[29]	1.3							[40]	1.8
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.8
SIM/TRAINER										
SUPPORT-EQUIP		0.5		2.2						3.7
FLIGHT TEST										0.7
OGC										
INTEGRATION										2.7
INSTALLATION OF HARDWARE										
FY-01 1 KITS									[1]	
FY-02 10 KITS	[2]	0.0							[10]	0.1
FY-03 29 KITS	[21]	0.1	[8]	0.1					[29]	0.2
TOTAL INSTALL	23	0.1	8	0.1					40	0.2
TOTAL COST (BP-1100)	29	2.1		2.3					40	10.2

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-01				FY-02				FY-03				FY-04			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input			1			2	3	3	2	7	7	7	8			
Output				1			2	3	3	2	7	7	7	8		

FY 2000 PBR

Modification Title and No: COLOR AIRBORNE VIDEO TAPE RECORDER (CAVTR) MN-7142

CLC: A-10 Class P

Models of Aircraft Affected: A/OA-10

Center: SM-ALC

PE 0207131F Team POWER

Description/Justification

The A-10 CAVTR modification, also known as Color Airborne Video Tape Recorder, upgrades the A-10 Airborne Video Tape Recorder (AVTR) system to provide an increased recording capability by allowing the average two hour sortie to be properly documented. This modification will remove the existing AVTR system and replace it with a system that will have a two hour record capability and be color capable. The proposed system will be designed for two-level maintenance, and serviced at the organizational level by flightline personnel. The National Guard Bureau and Air Force Reserves have payed for all the non-recurring costs as well as their respective aircraft kits. This is a follow-on modification procurement for active forces aircraft based on ANG/AFRES program. The equipment that has been installed in the aircraft is a ruggedized version of commercial off-the-shelf components.

Aircraft Breakdown: Active 219, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			150	0.5	69	0.2						
KITS NONRECUR												
EQUIPMENT			[150]	2.3	[69]	1.0						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				0.2		0.3						
OGC				0.1								
TOTAL COST (BP-1100)			150	3.0	69	1.5						

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 7 Months

Follow-On Lead Time: 7 Months

Fact Sheet: A-10 MN-7142 COLOR AIRBORNE VIDEO TAPE RECORDER (CAVTR)

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR									219	0.7
EQUIPMENT										
EQUIP NONREC									[219]	3.3
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.4
										0.1
TOTAL COST (BP-1100)									219	4.5

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99
Contract Date (Month/CY)	06/98	12/98
Delivery Date (Month/CY)	12/98	06/99

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-15				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$173.649	$240.720	$263.490	$312.939	$264.440	$314.452	$297.881	$76.727

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 FY00 is to enhance flight safety while improving reliability and maintainability. The primary mods in FY00 are ALQ 135, Band 1.5, FDL Link 16 and APG 63 Radar Upgrade. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P-S	13639A	AFT ENGINE BAY FIRE D	0.1									18.3
TOTAL FOR CLASS P-S			0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.3
P	10211B	SECONDARY POWER U	1.0	0.3	3.3	3.9	2.3	0.6	4.4	9.0	10.1	35.0
	13647B	HIGH PRESSURE WATE	2.7		2.9							55.7
	16628B	LANDING GEAR WIRING/	1.9	2.0	0.5	0.6						16.0
	16628E	LG WIRING/SWITCHES		2.8	0.6							3.4
	16701B	WING FUEL TRANSFER	0.1									13.5
	19203B	F100-220E ENGINE UPG	31.9	37.8	17.6	89.5	39.2	72.1	70.5			412.7
	3150E	GPS	13.5	3.6	5.6	1.1						42.2
	6048	4TH ROBUST BLADE		0.0								3.9
	6052	2ND VANE INNER AIR SE	0.2	0.6	0.3							1.2
	6054	HYBRID NOZZLE COKIN		1.9								6.9
	6060	1ST STAGE TIP SHROUD	0.8	0.3								1.8
	6071	4TH DISK BRUSH SEAL	0.2	0.6	0.6							2.1
	6086	SUPER CONVECTIVE SH	1.5	5.0	2.3							10.9
	6106	SECONDARY POWER U				4.5	3.7	5.2	6.3	0.0		19.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 29	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-15				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$173.649	$240.720	$263.490	$312.939	$264.440	$314.452	$297.881	$76.727

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 FY00 is to enhance flight safety while improving reliability and maintainability. The primary mods in FY00 are ALQ 135, Band 1.5, FDL Link 16 and APG 63 Radar Upgrade. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	6109	FIRST BRUSH SEAL	1.0	2.5	1.0							5.8
	6141	EAGLE 229 HPT OD FLO	1.8	3.5	2.0							9.6
	6142	COMBUSTER IMPROVE		0.7	0.7							1.4
	6143	AIR PARTICLE SEPARAT			0.3							0.3
	6144	FAN IMPROVEMENT				0.0						0.0
	6145	FUEL NOZZLE DAMPING			0.3							0.3
	6146	IMPROVED DURABILITY			0.8							0.8
	6147	2ND STAGE FAN IMPRO				1.0						1.0
	6148	3RD STAGE FAN IMPRO				2.6						2.6
	6149	REOPERATED AUGMEN			0.3							0.3
	6150	DIGITAL ELECTRONIC E				0.0						0.0
	6151	REPLACE FUEL FLOW T			0.2	0.2						0.4
	65042B	100/220 ENGINE INTERC	0.0									12.0
	8049	APG-63V(1) RADAR UPG	82.4	101.5	137.2	117.5	93.8	90.5	2.8	3.5		652.5
	8237	DIGITAL MAP SYSTEM		2.9	6.7	15.0	4.8					29.4
	8250	FIGHTER DATA LINK (F	33.9	42.6	7.9							101.3
	8251	VHSIC CARD	0.1									15.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 29	PAGE NO. 2	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-15				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$173.649	$240.720	$263.490	$312.939	$264.440	$314.452	$297.881	$76.727

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 FY00 is to enhance flight safety while improving reliability and maintainability. The primary mods in FY00 are ALQ 135, Band 1.5, FDL Link 16 and APG 63 Radar Upgrade. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	8265	PROGRAMMABLE ARMA				9.5	14.3	15.8	18.7	2.1	24.2	84.5
	8314	AIR DATA PROCESSOR			4.7	5.2	5.3	5.3	5.5	5.3	0.2	31.5
	8352	JOINT HELMET-MOUNTE				5.5	18.3	23.7	8.6	0.5		56.7
	8357	ADVANCED DISPLAY CO						27.0	34.1	32.9	3.9	97.9
	8419	ALQ 135, BAND 1.5		25.0	36.9	41.8	73.6	52.5	102.5			332.3
	8420	FDL LINK 16			23.4	13.5			22.2			59.1
	8454	ACFT WEAPONS CONTR			1.7							1.7
	99999E	MISC ENGINE UPDATE	0.1	0.0	5.7	1.2	0.8					7.8
	99999U	LOW COST RETROFIT	0.1		0.1	0.2		0.1		0.7		8.3
	99999X	LOW COST MODIFICATI	0.5	0.0	0.0	0.1	0.1		0.1	0.0		4.2
	IDECM	COMMON ELECTRIC CO					8.2	21.7	22.2	22.7	195.6	270.5
	Z88888	REPROGRAMMINGS		7.0								8.7
TOTAL FOR CLASS P			173.6	240.7	263.5	312.9	264.4	314.5	297.9	76.7	234.0	2,421.0
TOTAL FOR AIRCRAFT F-15			173.6	240.7	263.5	312.9	264.4	314.5	297.9	76.7	234.0	2,439.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 29	PAGE NO. 3	

FY 2000 PBR

Modification Title and No: SECONDARY POWER UPGRADE A-D MN-10211B

CLC: F-15 Class P

Models of Aircraft Affected: F-15 A-D

Center: WR-ALC

PE 0207130F Team AIR

Description/Justification

Modernization of six commodity components of the Secondary Power System, 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 by 125% increase in 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 unsched. maintenance. Modification is to six component parts of varying quantities, completed at the Depot, and installed by O&I maintenance into the acft in the field. Acft does not have to be input to Depot to receive mod.

Aircraft Breakdown: Active 412, Reserve 0, ANG 118

Development Status

Completed via Component Improvement Program (CIP).

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			129	0.8	45	0.3	685	3.3	735	3.8	434	2.3
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.1								
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
OGC												
TOOLING				0.1								
INSTALLATION OF HARDWARE												
FY-98 129 KITS					[129]	0.0						
FY-99 45 KITS							[45]	0.0				
FY-00 685 KITS									[685]	0.0		
FY-01 735 KITS											[735]	0.0
FY-02 434 KITS												
FY-03 68 KITS												
FY-04 256 KITS												
FY-05 1,078 KITS												
FY-06 187 KITS												
TOTAL INSTALL					129		45		685		735	
TOTAL COST (BP-1100)			129	1.0	45	0.3	685	3.3	735	3.9	434	2.3

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

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

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	68	0.6	256	4.4	1,078	8.9	187	10.0	3,617	34.4
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.1
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
OGC										0.1
TOOLING										0.1
INSTALLATION OF HARDWARE										
FY-98 129 KITS									[129]	
FY-99 45 KITS									[45]	
FY-00 685 KITS									[685]	
FY-01 735 KITS									[735]	
FY-02 434 KITS	[434]	0.0							[434]	
FY-03 68 KITS			[68]	0.0					[68]	
FY-04 256 KITS					[256]	0.0			[256]	
FY-05 1,078 KITS							[1,078]	0.1	[1,078]	0.1
FY-06 187 KITS							[187]	0.0	[187]	
TOTAL INSTALL	434		68		256		1,265	0.1	3,617	0.2
TOTAL COST (BP-1100)	68	0.6	256	4.4	1,078	9.0	187	10.1	3,617	35.0

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07
Contract Date (Month/CY)	03/98	02/99	12/99	12/00	12/01	12/02	12/03	12/04	12/05	
Delivery Date (Month/CY)	03/99	02/00	12/00	12/01	12/02	12/03	12/04	12/05	12/06	

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05			
Quarters	1	2	3	4	1	2	3	4	1	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	171	171	171	172	184	184	184	183	108	108	109	109	17	17	17	17	64	64	64	64
Output						43	43	43	11	11	11	12	171	171	171	172	184	184	184	183	108	108	109	109	17	17	17	17	64	64	64	64

	FY-06				FY-07			
Quarters	1	2	3	4	1	2	3	4
Input	269	269	270	270	46	47	47	47
Output	269	269	270	270	46	47	47	47

FY 2000 PBR

Modification Title and No: HIGH PRESSURE WATER SEPARATOR MN-13647B

CLC: F-15 Class P

Models of Aircraft Affected: F-15 C/D

Center: WR-ALC

PE 0207130F Team AIR

Description/Justification

Will improve the cooling of the Environmental Control System (ECS) by replacing the primary and cabin water separator with a High Pressure Water Separator; dry air can be provided at colder temperatures. The increased cooling will provide a 40% increase in reliability of Avionics Line Replaceable Units (LRU). A retrofit mod.

Aircraft Breakdown: Active 278, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS	278	41.4										
KITS NONRECUR		1.5										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.1										
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES		0.2										
TOOLING	[3]	0.4										
OGC												
INSTALLATION OF HARDWARE												
FY-90 2 KITS	[2]											
FY-92 62 KITS	[62]	2.3										
FY-93 98 KITS	[98]	4.3										
FY-95 1 KITS							[1]	0.0				
FY-96 61 KITS			[52]	2.7			[1]	0.0				
FY-97 54 KITS							[62]	2.9				
TOTAL INSTALL	162	6.5	52	2.7			64	2.9				
TOTAL COST (BP-1100)	278	50.1		2.7				2.9				

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Fact Sheet: F-15 MN-13647B HIGH PRESSURE WATER SEPARATOR (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									278	41.4
KITS NONRECUR										1.5
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.1
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										0.2
TOOLING									[3]	0.4
OGC										
INSTALLATION OF HARDWARE										
FY-90 2 KITS									[2]	
FY-92 62 KITS									[62]	2.3
FY-93 98 KITS									[98]	4.3
FY-95 1 KITS									[1]	
FY-96 61 KITS									[53]	2.7
FY-97 54 KITS									[62]	2.9
TOTAL INSTALL									278	12.1
TOTAL COST (BP-1100)									278	55.7

(Totals may not add due to rounding)

Milestones

	FY-90	FY-91	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)	06/90		09/94	09/94		06/97	06/96	03/97					
Delivery Date (Month/CY)	06/92		09/95	09/95		06/98	06/97	03/98					

Installation Schedule

	FY-90				FY-91				FY-92				FY-93				FY-94				FY-95				FY-96				FY-97			
Quarters	1	2	3	4	1	2	3	4	1	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			7	7	7	12	12	12	12
Output												1	1											2		7	7	7	12	12	12	12

	FY-98				FY-99				FY-00				FY-01				FY-02		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	13	13	12	12	17	17	17	16	11	11	10	10	7	7	7	6	10	9		
Output	12	13	13	12	12	17	17	17	16	11	11	10	10	7	7	7	6	10	9	

FY 2000 PBR
Modification Title and No: LANDING GEAR WIRING/SWITCHES MN-16628B — CLC: F-15 — Class P

Models of Aircraft Affected: F-15 A/B/C/D — Center: WR-ALC — PE 0207130F — Team AIR

Description/Justification

Landing gear system failure is being caused by vibration and flight wind loads on the wiring at the splice area. If wires break, the associated proximity or Weight On Wheels (WOW) switch has to be replaced. There have been 80 aircraft aborts. The modification incorporates redesigned switches or Speed Sensor Circuit (SSC) to connector on aircraft bulkhead. There will be a separate harness for each switch/SSC. Nose landing light harness will be replaced and encapsulated in tubing

Aircraft Breakdown: Active 410, Reserve 0, ANG 86

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	373	4.8	69	1.0	54	0.8						
KITS NONRECUR												
EQUIPMENT	[373]	4.0	[69]	0.5	[54]	0.5						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES		0.0										
OGC												
INSTALLATION OF HARDWARE												
FY-89 88 KITS												
FY-90 27 KITS												
FY-91 20 KITS	[129]	1.5										
FY-92 83 KITS	[89]	0.7										
FY-94 107 KITS			[107]	0.4								
FY-97 48 KITS					[48]	0.6						
FY-98 69 KITS							[69]	0.5				
FY-99 54 KITS									[54]	0.6		
TOTAL INSTALL	218	2.2	107	0.4	48	0.6	69	0.5	54	0.6		
TOTAL COST (BP-1100)	373	11.1	69	1.9	54	2.0		0.5		0.6		

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

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

Fact Sheet: F-15 MN-16628B LANDING GEAR WIRING/SWITCHES (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									496	6.6
KITS NONRECUR										
EQUIPMENT									[496]	5.1
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
OGC										
INSTALLATION OF HARDWARE										
FY-89 88 KITS										
FY-90 27 KITS										
FY-91 20 KITS									[129]	1.5
FY-92 83 KITS									[89]	0.7
FY-94 107 KITS									[107]	0.4
FY-97 48 KITS									[48]	0.6
FY-98 69 KITS									[69]	0.5
FY-99 54 KITS									[54]	0.6
TOTAL INSTALL									496	4.2
TOTAL COST (BP-1100)									496	16.0

(Totals may not add due to rounding)

Milestones

	FY-89	FY-90	FY-91	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)	09/89	09/90	09/92		12/93			12/95	12/96	12/97	01/99			
Delivery Date (Month/CY)	09/91	09/92	09/94		12/95			12/97	12/98	12/99	01/01			

Installation Schedule

	FY-89				FY-90				FY-91				FY-92				FY-93				FY-94				FY-95				FY-96			
Quarters	1	2	3	4	1	2	3	4	1	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													22	27	28	28
Output														2			2													22	27	28

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	27	27	27	28	27	27	27	26	12	12	12	12	18	17	17	17	14	14	13	13				
Output	28	27	27	27	28	27	27	27	26	12	12	12	12	18	17	17	17	14	14	13	13			

FY 2000 PBR
Modification Title and No: LG WIRING/SWITCHES MN-16628E
CLC: F-15 Class P

Models of Aircraft Affected: F-15E
Center: WR-ALC
PE 0207134F Team POWER

Description/Justification
Modifies landing gear to encapsulate wiring; installs new design proximity and weight on wheels switches to latest configuration. 140 acft get cabling, Proximity Switches, and WoW Switches; remaining acft get only cabling and Proximity switches. 140 aircraft require Depot Level install.

Aircraft Breakdown: Active 201, Reserve 0, ANG 0

Development Status
None required.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					201	2.8						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-99 201 KITS							[140]	0.6				
TOTAL INSTALL							140	0.6				
TOTAL COST (BP-1100)					201	2.8		0.6				

(Totals may not add due to rounding)

Method of Implementation: COMBINATION
Initial Lead Time: 12 Months Follow-On Lead Time: 0 Months

Fact Sheet: F-15 MN-16628E LG WIRING/SWITCHES (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									201	2.8
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-99 201 KITS									[140]	0.6
TOTAL INSTALL									140	0.6
TOTAL COST (BP-1100)									201	3.4

(Totals may not add due to rounding)

Milestones

	FY-99	FY-00	FY-01
Contract Date (Month/CY)	01/99		
Delivery Date (Month/CY)	01/00		

Installation Schedule

	FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input						35	35	35	35			
Output							35	35	35	35		

FY 2000 PBR
Modification Title and No: F100-220E ENGINE UPGRADE MN-19203B — CLC: F-15 — Class P

Models of Aircraft Affected: F-15 C/D — Center: WR-ALC — PE 0207130F — Team AIR

Description/Justification

Modifies the F100 engine to the 220 configuration. -220E includes the core, gear pump and DEEC control system. It will be an equivalent to the new production -220 engine. Maintenance benefits include no engine trim, automated diagnostics, 23% fewer organizational scheduled inspections, 43% reduction in base /EFH 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. Mod saves $2.4M in O&M costs. Commodity mod. Install plan utilizes scheduled Depot Overhaul (3400) funding with the exception of 7 installs in FY98 which will be generated for mod only to Depot Facility.

Aircraft Breakdown: Active 255, Reserve 0, ANG 0

Development Status

Completed.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	41	36.7	18	23.3	22	33.0	10	13.8	52	72.7	24	36.0
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES	[18]	17.3	[3]	6.3	[3]	4.5	[2]	3.6	[10]	16.6	[2]	3.1
OGC		0.2		0.4		0.3		0.2		0.3		0.1
INSTALLATION OF HARDWARE												
FY-93 3 KITS												
FY-94 18 KITS												
FY-97 20 KITS												
FY-98 18 KITS			[7]	1.9								
FY-99 22 KITS												
FY-00 10 KITS												
FY-01 52 KITS												
FY-02 24 KITS												
FY-03 44 KITS												
FY-04 44 KITS												
TOTAL INSTALL			7	1.9								
TOTAL COST (BP-1100)	41	54.1	18	31.9	22	37.8	10	17.6	52	89.5	24	39.2

(Totals may not add due to rounding)

Method of Implementation: OVERHAUL/CFT

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

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

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	44	66.0	44	66.3					255	347.8
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES	[4]	6.0	[2]	3.3					[44]	60.7
OGC		0.1		0.9						2.4
INSTALLATION OF HARDWARE										
FY-93 3 KITS										
FY-94 18 KITS										
FY-97 20 KITS										
FY-98 18 KITS									[7]	1.9
FY-99 22 KITS										
FY-00 10 KITS										
FY-01 52 KITS										
FY-02 24 KITS										
FY-03 44 KITS										
FY-04 44 KITS										
TOTAL INSTALL									7	1.9
TOTAL COST (BP-1100)	44	72.1	44	70.5					255	412.7

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																							3	4								
Output																							3	4								

	FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4
Input								
Output								

FY 2000 PBR
Modification Title and No: GPS MN-3150E

CLC: F-15 Class P

Models of Aircraft Affected: F-15E

Center: WR-ALC

PE 0207134F Team POWER

Description/Justification

Aircraft Breakdown: Active 199, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.6										
PROCUREMENT (3010)												
INSTALL KITS	36	1.1	93	1.8	25	0.3	42	0.5				
KITS NONRECUR	3	8.5										
EQUIPMENT	[36]	7.2	[93]	11.1	[25]	1.9	[42]	3.2				
EQUIP NONREC	[3]	0.8										
CHANGE ORDERS												
DATA		0.1		0.2								
SIM/TRAINER		0.5										
SUPPORT-EQUIP		0.2										
OGC						0.1		0.5				
TOOLING		0.0										
INSTALLATION OF HARDWARE												
FY-94 3 KITS	[3]	0.1										
FY-96 20 KITS			[20]	0.3								
FY-97 16 KITS					[16]	0.3						
FY-98 93 KITS					[55]	1.1	[38]	0.7				
FY-99 25 KITS							[25]	0.6				
FY-00 42 KITS									[42]	1.1		
TOTAL INSTALL	3	0.1	20	0.3	71	1.4	63	1.4	42	1.1		
TOTAL COST (BP-1100)	39	18.4	93	13.5	25	3.6	42	5.6		1.1		

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

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

Fact Sheet: F-15 MN-3150E GPS

(Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										1.6
PROCUREMENT (3010)										
INSTALL KITS									196	3.7
KITS NONRECUR									3	8.5
EQUIPMENT									[196]	23.5
EQUIP NONREC									[3]	0.8
CHANGE ORDERS										
DATA										0.3
SIM/TRAINER										0.5
SUPPORT-EQUIP										0.2
OGC										0.5
TOOLING										
INSTALLATION OF HARDWARE										
FY-94 3 KITS									[3]	0.1
FY-96 20 KITS									[20]	0.3
FY-97 16 KITS									[16]	0.3
FY-98 93 KITS									[93]	1.8
FY-99 25 KITS									[25]	0.6
FY-00 42 KITS									[42]	1.1
TOTAL INSTALL									199	4.2
TOTAL COST (BP-1100)									199	42.2

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	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								20	18	18	18	17	15	16	16	16	10	10	11	11
Output													3								20	18	18	18	17	15	16	16	16	10	10	11

	FY-02			
Quarters	1	2	3	4
Input				
Output	11			

FY 2000 PBR
Modification Title and No: SUPER CONVECTIVE SHROUD MN-6086

CLC: F-15 Class P

Models of Aircraft Affected: F-15E, -229 ENGINE

Center: WR-ALC

PE 0207134F Team POWER

Description/Justification

Aircraft Breakdown: Active 75, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	51	2.1	35	1.5	108	5.0	33	1.9				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS								0.4				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-96 12 KITS												
FY-97 39 KITS												
FY-98 35 KITS												
FY-99 108 KITS												
FY-00 33 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)	51	2.1	35	1.5	108	5.0	33	2.3				

(Totals may not add due to rounding)

Method of Implementation: DEPOT OVERHAUL

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Fact Sheet: F-15 MN-6086 SUPER CONVECTIVE SHROUD (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									227	10.5
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.4
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-96 12 KITS										
FY-97 39 KITS										
FY-98 35 KITS										
FY-99 108 KITS										
FY-00 33 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)									227	10.9

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)	06/96	12/96	12/97	01/99	12/99
Delivery Date (Month/CY)	04/97	10/97	10/98	11/99	10/00

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																				
Output																				

FY 2000 PBR

Modification Title and No: SECONDARY POWER UPGRADE MN-6106

CLC: F-15 Class P

Models of Aircraft Affected: F-15E

Center: WR-ALC

PE 0207134F Team POWER

Description/Justification

Aircraft Breakdown: Active 201, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									599	4.5	362	3.6
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
OGC												
INSTALLATION OF HARDWARE												
FY-01 599 KITS											[599]	0.0
FY-02 362 KITS												
FY-03 292 KITS												
FY-04 273 KITS												
TOTAL INSTALL											599	
TOTAL COST (BP-1100)									599	4.5	362	3.7

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

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

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	292	5.1	273	6.3					1,526	19.6
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
OGC										0.1
INSTALLATION OF HARDWARE										
FY-01 599 KITS									[599]	
FY-02 362 KITS	[362]	0.0							[362]	
FY-03 292 KITS			[292]	0.0					[292]	
FY-04 273 KITS					[273]	0.0			[273]	
TOTAL INSTALL	362		292		273				1,526	0.1
TOTAL COST (BP-1100)	292	5.2	273	6.3		0.0			1,526	19.8

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-01				FY-02				FY-03				FY-04				FY-05			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					149	150	150	150	90	90	91	91	73	73	73	73	68	68	69	68
Output					149	150	150	150	90	90	91	91	73	73	73	73	68	68	69	68

FY 2000 PBR
Modification Title and No: FIRST BRUSH SEAL MN-6109

CLC: F-15 Class P

Models of Aircraft Affected: F-15E 229 ENG

Center: WR-ALC

PE 0207134F Team POWER

Description/Justification

Aircraft Breakdown: Active 75, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	51	1.2	35	1.0	108	2.5	37	0.8				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS								0.2				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.2										
OGC												
INSTALLATION OF HARDWARE												
FY-96 12 KITS												
FY-97 39 KITS												
FY-98 35 KITS												
FY-99 108 KITS												
FY-00 37 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)	51	1.4	35	1.0	108	2.5	37	1.0				

(Totals may not add due to rounding)

Method of Implementation: DEPOT OVERHAUL

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Fact Sheet: F-15 MN-6109 FIRST BRUSH SEAL

Projected Financial Plan (Continued)

(Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									231	5.5
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.2
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.2
OGC										
INSTALLATION OF HARDWARE										
FY-96 12 KITS										
FY-97 39 KITS										
FY-98 35 KITS										
FY-99 108 KITS										
FY-00 37 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)									231	5.8

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																				
Output																				

FY 2000 PBR

Modification Title and No: EAGLE 229 HPT OD FLOWPATH MN-6141

CLC: F-15 Class P

Models of Aircraft Affected: F15E 229 ENGINE

Center: WR-ALC

PE 0207134F Team POWER

Description/Justification

Aircraft Breakdown: Active 75, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	48	1.8	35	1.3	108	3.0	37	1.0				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS								0.4				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.4										
OGC				0.5		0.5		0.6				
INSTALLATION OF HARDWARE												
FY-96 11 KITS												
FY-97 37 KITS												
FY-98 35 KITS												
FY-99 108 KITS												
FY-00 37 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)	48	2.3	35	1.8	108	3.5	37	2.0				

(Totals may not add due to rounding)

Method of Implementation: DEPOT OVERHAUL

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Fact Sheet: F-15 MN-6141 EAGLE 229 HPT OD FLOWPATH (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									228	7.2
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.4
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.4
OGC										1.6
INSTALLATION OF HARDWARE										
FY-96 11 KITS										
FY-97 37 KITS										
FY-98 35 KITS										
FY-99 108 KITS										
FY-00 37 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)									228	9.6

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)	09/96	12/96	12/97	01/99	12/99
Delivery Date (Month/CY)	06/97	09/97	09/98	10/99	09/00

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																				
Output																				

FY 2000 PBR

Modification Title and No: 3RD STAGE FAN IMPROVEMENTS MN-6148

CLC: F-15 Class P

Models of Aircraft Affected: F15-229 ENGINE

Center: WR-ALC

PE 0207134F Team POWER

Description/Justification

Aircraft Breakdown: Active 92, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									40	2.0		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC										0.6		
INSTALLATION OF HARDWARE												
FY-01 40 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)									40	2.6		

(Totals may not add due to rounding)

Method of Implementation: DEPOT OVERHAUL

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

Fact Sheet: F-15 MN-6148 3RD STAGE FAN IMPROVEMENTS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									40	2.0
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.6
INSTALLATION OF HARDWARE										
FY-01 40 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)									40	2.6

(Totals may not add due to rounding)

Milestones

	FY-00
Contract Date (Month/CY)	03/01
Delivery Date (Month/CY)	09/01

Installation Schedule

	FY-00			
Quarters	1	2	3	4
Input				
Output				

FY 2000 PBR
Modification Title and No: APG-63V(1) RADAR UPGRADE MN-8049

CLC: F-15 Class P

Models of Aircraft Affected: F-15 C/D

Center: WR-ALC

PE 0207130F Team AIR

Description/Justification

Aircraft Breakdown: Active 169, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		193.1		16.9		3.0						
PROCUREMENT (3010)												
INSTALL KITS	4	0.4	17	1.1	24	3.4	33	3.5	44	4.8	24	1.8
KITS NONRECUR												
EQUIPMENT	[4]	15.5	[17]	58.9	[24]	77.2	[33]	100.4	[44]	109.5	[24]	84.6
EQUIP NONREC		7.0		21.7		3.0		28.3		0.1		2.8
CHANGE ORDERS		0.3		0.6		0.3		2.5		0.4		
DATA		0.1		0.1		0.3						
SIM/TRAINER												
SUPPORT-EQUIP						2.2						
ICS						13.3						
OGC								0.5		0.1		0.1
INSTALLATION OF HARDWARE												
FY-97 4 KITS					[4]	1.2						
FY-98 17 KITS					[2]	0.6	[15]	1.6				
FY-99 24 KITS							[3]	0.3	[21]	2.3		
FY-00 33 KITS									[2]	0.2	[31]	4.5
FY-01 44 KITS												
FY-02 24 KITS												
FY-03 23 KITS												
TOTAL INSTALL					6	1.9	18	1.9	23	2.5	31	4.5
TOTAL COST (BP-1100)	4	23.4	17	82.4	24	101.5	33	137.2	44	117.5	24	93.8

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

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

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										213.0
PROCUREMENT (3010)										
INSTALL KITS	23	1.7							169	16.7
KITS NONRECUR										
EQUIPMENT	[23]	82.1							[169]	528.3
EQUIP NONREC										62.9
CHANGE ORDERS		0.1								4.2
DATA										0.5
SIM/TRAINER										
SUPPORT-EQUIP										2.2
ICS										13.3
OGC		0.1		0.1						0.9
INSTALLATION OF HARDWARE										
FY-97 4 KITS									[4]	1.2
FY-98 17 KITS									[17]	2.2
FY-99 24 KITS									[24]	2.6
FY-00 33 KITS									[33]	4.7
FY-01 44 KITS	[44]	6.5							[44]	6.5
FY-02 24 KITS			[24]	2.8					[24]	2.8
FY-03 23 KITS					[23]	3.5			[23]	3.5
TOTAL INSTALL	44	6.5	24	2.8	23	3.5			169	23.6
TOTAL COST (BP-1100)	23	90.5		2.8		3.5			169	652.5

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-95				FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	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	4	5	6	3	5	5	5	8	4	5	11	11
Output																				2	4	6	6	3	5	5	5	6	6	4	10	12

	FY-03				FY-04				FY-05				FY-06			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	9	12	12	11	6	6	6	6	6	6	6	5				
Output	7	10	12	12	9	6	6	6	6	6	6	6	3			

FY 2000 PBR
Modification Title and No: DIGITAL MAP SYSTEM MN-8237

CLC: F-15 Class P

Models of Aircraft Affected: F-15E

Center: WR-ALC

PE 0207134F Team POWER

Description/Justification

Aircraft Breakdown: Active 201, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					21	2.5	46	5.0	96	10.1	38	4.0
EQUIP NONREC												
CHANGE ORDERS						0.1		0.3		1.0		0.2
DATA						0.1		0.2		1.8		
SIM/TRAINER					[13]	0.1	[6]	0.8	[7]	0.9		
SUPPORT-EQUIP												
PROGRAM MNGMT												
WARRANTY						0.1						
ICS								0.4		1.2		0.6
TOTAL COST (BP-1100)					21	2.9	46	6.7	96	15.0	38	4.8

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Fact Sheet: F-15 MN-8237 DIGITAL MAP SYSTEM

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									201	21.6
EQUIP NONREC										1.6
CHANGE ORDERS										2.1
DATA									[26]	1.8
SIM/TRAINER										
SUPPORT-EQUIP										0.1
PROGRAM MNGMT										2.2
WARRANTY										
ICS										
TOTAL COST (BP-1100)									201	29.4

(Totals may not add due to rounding)

Milestones

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

FY 2000 PBR
Modification Title and No: FIGHTER DATA LINK (FDL) MN-8250

CLC: F-15 Class P

Models of Aircraft Affected: F-15 C/D

Center: WR-ALC

PE 0207130F Team AIR

Description/Justification

Aircraft Breakdown: Active 233, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			46	2.2	156	7.9	31	1.6				
KITS NONRECUR		7.1		0.6		1.4						
EQUIPMENT			[46]	9.5	[156]	28.4	[31]	5.5				
EQUIP NONREC		3.5		16.5								
CHANGE ORDERS				0.3		0.5		0.5				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		1.4				0.8						
OGC		5.0		1.4		1.1		0.2				
WARRANTY				3.4		2.5		0.1				
TOTAL COST (BP-1100)		17.0	46	33.9	156	42.6	31	7.9				

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

Fact Sheet: F-15 MN-8250 FIGHTER DATA LINK (FDL) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									233	11.7
KITS NONRECUR										9.0
EQUIPMENT									[233]	43.4
EQUIP NONREC										20.0
CHANGE ORDERS										1.3
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										2.2
OGC										7.7
WARRANTY										6.0
TOTAL COST (BP-1100)									233	101.3

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)	09/96	12/96	07/98	06/99	12/99
Delivery Date (Month/CY)	09/97	12/97	07/99	06/00	12/00

FY 2000 PBR
Modification Title and No: PROGRAMMABLE ARMAMENT CONTROL SET MN-8265 CLC: F-15 Class P

Models of Aircraft Affected: F-15E Center: WR-ALC PE 0207134F Team POWER

Description/Justification

Aircraft Breakdown: Active 218, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		5.3		1.6								
PROCUREMENT (3010)												
INSTALL KITS									13	0.2	27	0.4
KITS NONRECUR										0.2		
EQUIPMENT									[13]	2.8	[27]	5.0
EQUIP NONREC										4.3		1.1
CHANGE ORDERS										0.4		0.6
DATA										0.4		0.3
SIM/TRAINER												
SUPPORT-EQUIP												3.4
WEAPONS UMBILICALS									[65]	0.7	[135]	1.4
TRAINING										0.1		0.1
OGC										0.2		0.2
ICS										0.2		1.5
INSTALLATION OF HARDWARE												
FY-01 13 KITS											[13]	0.3
FY-02 27 KITS												
FY-03 50 KITS												
FY-04 61 KITS												
FY-05 1 KITS												
FY-06 66 KITS												
TOTAL INSTALL											13	0.3
TOTAL COST (BP-1100)									13	9.5	27	14.3

(Totals may not add due to rounding)

Method of Implementation: COMBINATION
Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

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

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										6.9
PROCUREMENT (3010)										
INSTALL KITS	50	0.6	61	0.8	1		66	1.0	218	3.0
KITS NONRECUR										0.2
EQUIPMENT	[50]	8.9	[61]	10.7	[1]	0.2	[66]	14.6	[218]	42.2
EQUIP NONREC										5.4
CHANGE ORDERS		0.7		0.7		0.1		1.1		3.6
DATA		0.3								1.0
SIM/TRAINER										
SUPPORT-EQUIP										3.4
WEAPONS UMBILICALS	[250]	2.7	[305]	3.4	[5]	0.1	[330]	4.8	[1,090]	13.0
TRAINING		0.1		0.1				0.3		0.7
OGC		0.3		0.3				0.6		1.7
ICS		1.5		1.3						4.5
INSTALLATION OF HARDWARE										
FY-01 13 KITS									[13]	0.3
FY-02 27 KITS	[27]	0.7							[27]	0.7
FY-03 50 KITS			[50]	1.3					[50]	1.3
FY-04 61 KITS					[61]	1.6			[61]	1.6
FY-05 1 KITS							[1]	0.1	[1]	0.1
FY-06 66 KITS							[66]	1.8	[66]	1.8
TOTAL INSTALL	27	0.7	50	1.3	61	1.6	67	1.9	218	5.8
TOTAL COST (BP-1100)	50	15.8	61	18.7	1	2.1	66	24.2	218	84.5

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)						03/01	12/01	12/02	12/03				
Delivery Date (Month/CY)						03/02	12/02	12/03	12/04				

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																									4	4	5	6	7	7	7	
Output																										4	4	5	6	7	7	

	FY-04				FY-05				FY-06				FY-07				FY-08			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	12	12	13	13	15	15	15	16	1				16	16	17	17				
Output	7	12	12	13	13	15	15	15	16	1				16	16	17	17			

FY 2000 PBR
Modification Title and No: AIR DATA PROCESSOR MN-8314

CLC: F-15 Class P

Models of Aircraft Affected: F-15E

Center: WR-ALC

PE 0207134F Team POWER

Description/Justification

Aircraft Breakdown: Active 201, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						2.9		1.8				
PROCUREMENT (3010)												
INSTALL KITS							30	1.1	35	1.5	35	1.5
KITS NONRECUR												
EQUIPMENT							[30]	2.0	[35]	2.6	[35]	2.6
EQUIP NONREC												
CHANGE ORDERS								0.2		0.1		0.3
DATA								0.4		0.5		0.3
SIM/TRAINER							[13]	0.5				
SUPPORT-EQUIP								0.2		0.2		0.2
WARRANTY								0.1		0.2		0.2
OGC								0.1		0.1		0.1
INSTALLATION OF HARDWARE												
FY-00 30 KITS									[30]	0.1		
FY-01 35 KITS											[35]	0.2
FY-02 35 KITS												
FY-03 35 KITS												
FY-04 35 KITS												
FY-05 31 KITS												
TOTAL INSTALL									30	0.1	35	0.2
TOTAL COST (BP-1100)							30	4.7	35	5.2	35	5.3

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM
Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

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

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										4.7
PROCUREMENT (3010)										
INSTALL KITS	35	1.5	35	1.5	31	1.4			201	8.6
KITS NONRECUR										
EQUIPMENT	[35]	2.6	[35]	2.7	[31]	2.5			[201]	14.9
EQUIP NONREC										
CHANGE ORDERS		0.4		0.4		0.5				1.9
DATA										1.1
SIM/TRAINER									[13]	0.5
SUPPORT-EQUIP		0.2		0.2		0.2				1.2
WARRANTY		0.2		0.2		0.2				1.1
OGC		0.2		0.3		0.3				1.1
INSTALLATION OF HARDWARE										
FY-00 30 KITS									[30]	0.1
FY-01 35 KITS									[35]	0.2
FY-02 35 KITS	[35]	0.2							[35]	0.2
FY-03 35 KITS			[35]	0.2					[35]	0.2
FY-04 35 KITS					[35]	0.2			[35]	0.2
FY-05 31 KITS							[32]	0.2	[32]	0.2
TOTAL INSTALL	35	0.2	35	0.2	35	0.2	32	0.2	202	1.0
TOTAL COST (BP-1100)	35	5.3	35	5.5	31	5.3		0.2	201	31.5

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05				FY-06			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										10	10	10	9	9	9	8	9	9	9	8	9	9	9	8	9	9	9	8	8	8	8	7
Output											10	10	10	9	9	9	8	9	9	9	8	9	9	9	8	9	9	9	8	8	8	8

	FY-07			
Quarters	1	2	3	4
Input				
Output	7			

FY 2000 PBR

Modification Title and No: JOINT HELMET-MOUNTED CUEING SYSTEM MN-8352

CLC: F-15 Class P

Models of Aircraft Affected: F-15 C/D

Center: WR-ALC

PE 0207130F Team AIR

Description/Justification

Aircraft Breakdown: Active 216, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				4.3		5.1		4.0				
PROCUREMENT (3010)												
INSTALL KITS									4	0.2	67	2.5
KITS NONRECUR												
EQUIPMENT									[4]	0.5	[67]	7.6
EQUIP NONREC										0.2		
CHANGE ORDERS										0.2		0.7
DATA										1.4		1.0
SIM/TRAINER									[2]	2.0	[3]	3.5
SUPPORT-EQUIP										1.0		2.1
OGC										0.1		0.4
TRAINING												0.1
WARRANTY												0.3
INSTALLATION OF HARDWARE												
FY-01 4 KITS											[4]	0.1
FY-02 67 KITS												
FY-03 119 KITS												
FY-04 26 KITS												
TOTAL INSTALL											4	0.1
TOTAL COST (BP-1100)									4	5.5	67	18.3

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

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

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

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										13.4
PROCUREMENT (3010)										
INSTALL KITS	119	4.3	26	0.9					216	7.9
KITS NONRECUR										
EQUIPMENT	[119]	13.5	[26]	3.0					[216]	24.7
EQUIP NONREC										0.2
CHANGE ORDERS		0.8		0.2						1.9
DATA		0.5		0.1						3.0
SIM/TRAINER									[5]	5.5
SUPPORT-EQUIP		0.4								3.5
OGC		0.3		0.2						1.0
TRAINING		0.2								0.3
WARRANTY		0.5		0.1						0.9
INSTALLATION OF HARDWARE										
FY-01 4 KITS									[4]	0.1
FY-02 67 KITS	[67]	3.2							[67]	3.2
FY-03 119 KITS			[119]	4.0					[119]	4.0
FY-04 26 KITS					[26]	0.5			[26]	0.5
TOTAL INSTALL	67	3.2	119	4.0	26	0.5			216	8.0
TOTAL COST (BP-1100)	119	23.7	26	8.6		0.5			216	56.7

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05			
Quarters	1	2	3	4	1	2	3	4	1	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	16	16	16	19	29	29	29	32	6	6	6	8
Output																		1	1	1	1	16	16	16	19	29	29	29	32	6	6	6

	FY-06			
Quarters	1	2	3	4
Input				
Output	8			

FY 2000 PBR
Modification Title and No: ALQ 135, BAND 1.5 MN-8419

CLC: F-15 Class P

Models of Aircraft Affected: F-15E

Center: WR-ALC

PE 0207134F Team POWER

Description/Justification

Aircraft Breakdown: Active 165, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		15.0		15.9		11.4						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					12	23.9	12	28.3	13	30.5	36	68.9
EQUIP NONREC												
CHANGE ORDERS						0.7		1.5		5.8		2.3
DATA						0.1		0.3		0.3		0.4
SIM/TRAINER												
SUPPORT-EQUIP								3.5		2.5		
OGC						0.3		1.6		1.0		1.9
WARRANTY												
ICS								1.8		1.8		
TOTAL COST (BP-1100)					12	25.0	12	36.9	13	41.8	36	73.6

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

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

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										42.3
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	28	50.1	64	98.6					165	300.3
EQUIP NONREC										
CHANGE ORDERS		2.2		3.4						15.8
DATA		0.2		0.5						1.8
SIM/TRAINER										
SUPPORT-EQUIP										6.0
OGC										4.8
WARRANTY										
ICS										3.6
TOTAL COST (BP-1100)	28	52.5	64	102.5					165	332.3

(Totals may not add due to rounding)

Milestones

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

FY 2000 PBR
Modification Title and No: FDL LINK 16 MN-8420

CLC: F-15 Class P

Models of Aircraft Affected: F-15E

Center: WR-ALC

PE 0207134F Team POWER

Description/Justification

Aircraft Breakdown: Active 196, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				15.0		5.9						
PROCUREMENT (3010)												
INSTALL KITS							84	2.4	54	1.5		
KITS NONRECUR												
EQUIPMENT							[84]	14.7	[54]	9.5		
EQUIP NONREC												
CHANGE ORDERS								1.3		0.7		
DATA								0.9				
SIM/TRAINER												
SUPPORT-EQUIP								2.0				
OGC								0.4		0.6		
TRAINING								0.3		0.3		
WARRANTY								1.4		0.9		
TOTAL COST (BP-1100)							84	23.4	54	13.5		

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Fact Sheet: F-15 MN-8420 FDL LINK 16

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										20.9
PROCUREMENT (3010)										
INSTALL KITS			58	1.8					196	5.7
KITS NONRECUR										
EQUIPMENT			[58]	16.6					[196]	40.8
EQUIP NONREC										
CHANGE ORDERS				1.1						3.1
DATA										0.9
SIM/TRAINER										
SUPPORT-EQUIP										2.0
OGC				1.0						2.0
TRAINING				0.2						0.8
WARRANTY				1.5						3.8
TOTAL COST (BP-1100)			58	22.2					196	59.1

(Totals may not add due to rounding)

Milestones

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

FY 2000 PBR

Modification Title and No: MISC ENGINE UPDATE MODS MN-99999E

CLC: F-15 Class P

Models of Aircraft Affected: F-15E

Center: WR-ALC

PE 0207134F Team POWER

Description/Justification

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC				0.1				5.7		1.2		0.8
TOTAL COST (BP-1100)		0.0		0.1		0.0		5.7		1.2		0.8

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Fact Sheet: F-15 MN-99999E MISC ENGINE UPDATE MODS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MISC										7.8
TOTAL COST (BP-1100)										7.8

(Totals may not add due to rounding)

Milestones

	FY-94
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-16				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$208.560	$238.440	$249.536	$271.156	$243.468	$201.888	$205.360	$201.150

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 overall goal of the modifications budgeted in FY00 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8000 hour service life and permit replacement of the F-16 beginning approximately 2015. The primary mods in FY00 are Block 40/50 upgrades. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P-S	18503A	WING BEEF-UP	1.6	1.1								12.9
	99999A	LOW COST SAFETY MO	0.1	0.1	1.9	0.1	0.0	0.0				4.1
	99999Y	LOW COST ENGINE SAF	0.1	0.3	1.9	1.8	0.1	0.7				7.2
TOTAL FOR CLASS P-S			1.7	1.5	3.8	1.9	0.1	0.7	0.0	0.0	0.0	24.2
P	1591	600 GALLON EXTERNAL	5.5	3.8								14.7
	173009	F110 DIGITAL ENGINE C	16.1	20.3	21.3	19.0	11.9	12.8	10.2	9.7		172.9
	19229E	FALCON 229 ENGINE UP	0.4	1.5	1.9	1.2	1.0	2.2				16.1
	3088	RADAR WARNING RECEI	0.6	0.2								160.2
	3090	ALR-56M RPCU Upgrade		0.8								2.3
	3091	ALR-56M Analysis Proces		1.8								1.8
	3150M	NAVSTAR GPS F-16 C	36.3	16.6	22.9	9.6	3.5					111.2
	3450	ALE-47	4.1	3.5	5.3	5.3	2.4	1.9	0.5			54.5
	4260	ADVANCED WEAPON IN	3.8	2.0								23.7
	426030	ADVANCED WEAPONS I				2.0	4.0	4.0	4.0	4.0	3.6	21.6
	4262	DIGITAL TERRAIN SYST	11.5	3.8		12.0	15.4					42.7
	50003B	REDESIGNED F-16 BRAK	5.1									8.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 30	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-16				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$208.560	$238.440	$249.536	$271.156	$243.468	$201.888	$205.360	$201.150

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 overall goal of the modifications budgeted in FY00 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8000 hour service life and permit replacement of the F-16 beginning approximately 2015. The primary mods in FY00 are Block 40/50 upgrades. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	5013	RF TOWED DECOY SYS	40.3	18.6	18.2	18.3	5.1	1.4		9.7		131.4
	57U051	RELOCATE FORWARD R	1.1	0.5								12.4
	58006A	WOW SWITCH	0.2	0.1	0.0	0.0						3.0
	58044B	CHAFF/FLARE PROGRA	0.2	0.1								2.3
	6020	SCREECH / EXHAUST D			3.1	4.0	1.5	1.7	1.0	1.3		12.6
	602030	BLOCK 30 NIGHT VISION	6.2	10.2	11.8	3.2						31.3
	602035	Cannon NVIS/IDM QRC	1.5									1.5
	602039	BLOCK 42 CAS IMPROVE			6.1	3.5						9.6
	602040	BLK 40/50 NIGHT VISION	5.8	16.4	17.4	22.6	2.0					64.2
	602041	BLOCK 40 CAS IMPROVE	5.4	11.6	3.1							20.0
	602140	BLK 40 MODULAR MISSI					34.3	37.4	66.9	69.9	72.3	280.7
	602150	BLK 50 MODULAR MISSI		21.0	43.2	47.2	19.9	8.2	2.4			141.9
	6022	PRE BLK 40 STRUCTUR	42.1	30.6	31.7	7.9						233.2
	602240	BLOCK 40 STRUCTURAL	17.8	9.9								76.0
	602241	F-16A STRUCTURE IMPR			2.9	2.9	3.1	3.1				12.1
	602250	BLOCK 50/52 STRUCTUR				2.7	3.3	1.6				7.5
	603030	ALQ-213 COUNTERMEA		9.1	11.8	6.4	2.7					30.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 30	PAGE NO. 2	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-16				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$208.560	$238.440	$249.536	$271.156	$243.468	$201.888	$205.360	$201.150

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 overall goal of the modifications budgeted in FY00 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8000 hour service life and permit replacement of the F-16 beginning approximately 2015. The primary mods in FY00 are Block 40/50 upgrades. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	610240	BLOCK 40 COLOR DISPL					16.9	19.1	32.4	32.9	23.9	125.2
	610250	BLOCK 50 COLOR DISPL		13.1	30.6	34.9	16.5	7.4	2.2			104.8
	610330	BLOCK 30 ENHANCED FI		5.7	4.7	4.4						14.8
	6400	BLOCK 50 IMPROVED AI		0.7								9.9
	650040	BLOCK 40 JOINT HELME					11.2	6.4	21.5	21.4	28.1	88.6
	650050	BLOCK 50 JOINT HELME				16.3	15.4	13.7	11.7	1.7		58.9
	661640	BLOCK 40 LINK 16 - CCIP					25.0	26.4	44.4	45.9	35.9	177.6
	661650	BLOCK 50 LINK 16 - CCIP				37.3	45.5	51.2	8.1	4.7		146.8
	99999E	MISC ENGINE UPDATE	0.0	0.3	0.4	0.0	0.0	0.4				3.9
	99999U	LOW COST RETROFIT	1.0	0.0	0.0	0.0	0.0	0.0				3.7
	99999X	LOW COST MODIFICATI	0.0	0.5	0.0	0.0	0.0	0.1				6.3
	F16PTS	ANG/AFRES TARGETING		23.0								23.0
	F18001	F110-GE-100/129 #4 BEA			2.0	1.4	0.5					3.9
	F18002	F110 MEC	0.4	0.8								1.4
	F18003	F110 EXHAUST NOZZLE	1.0									1.4
	F19401	-229 HPT OD FLOWPATH	0.1	0.4	0.9	0.6	0.5	0.9				3.4
	F19403	COMBUSTER IMPROVE	0.4									0.4

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 30	PAGE NO. 3	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-16				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$208.560	$238.440	$249.536	$271.156	$243.468	$201.888	$205.360	$201.150

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 overall goal of the modifications budgeted in FY00 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8000 hour service life and permit replacement of the F-16 beginning approximately 2015. The primary mods in FY00 are Block 40/50 upgrades. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	F19407	F110-GE-100 T4B PYRO		0.4	0.5	0.5	0.6	0.6				2.6
	F19409	F110-GE-129 AUXILIARY	0.0									0.0
	F19410	F110 DEC HARDWARE R		0.9	2.3	1.5	0.3					5.6
	F19411	F100 IMPROVED TURBIN		0.1								0.1
	F19412	F110-GE-129 EMS IMPR			2.4	1.7						4.1
	F19413	GE-129 Turbine Frame Co			0.8	0.8	0.8	0.8				3.2
	F19450	PW-229 Fuel Nozzle Dam			0.1							0.1
	F19451	PW-229 3rd Stage Fan Im				1.0						1.0
	F19452	PW-229 2nd Stage Fan Im				0.8						0.8
	F19453	F100 Enhanced Maintaina			0.1	0.1						0.2
	F19454	PW-229 Improved Durabili			0.2							0.2
	F19455	PW-229 DEEC Logic 2.9				0.0						0.0
	F19456	PW-229 Air Particle Separ			0.1							0.1
	Z88888	REPROGRAMMINGS		8.6								8.5
TOTAL FOR CLASS P			206.8	237.0	245.8	269.3	243.4	201.2	205.4	201.2	163.9	2,500.5
TOTAL FOR AIRCRAFT F-16			208.6	238.4	249.5	271.2	243.5	201.9	205.4	201.2	163.9	2,524.7

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 30	PAGE NO. 4	

FY 2000 PBR

Modification Title and No: 600 GALLON EXTERNAL FUEL TANKS MN-1591

CLC: F-16 Class P

Models of Aircraft Affected: BLOCK 50

Center: ASC

PE 0207133F Team POWER

Description/Justification

This mod will provide enhanced range/loiter capability for a small number of Block 50 F-16s performing SEAD (force protection) missions. It will also provide the opportunity for ACC to evaluate 600 gallon external fuel tanks as a possible solution to their range and loiter limitation identified in the FICOP (Fighter Configuration Plan). SEAD mission accomplishment will be degraded if mod not accomplished.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

$2.2M FY98 funds were transfered to 3600 funds to test the envelope of the tanks. Testing was completed in Dec 98. Test reports are being written.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				2.2								
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	55	4.6	63	5.5	44	3.8						
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.5										
SIM/TRAINER												
SUPPORT-EQUIP		0.3										
TOTAL COST (BP-1100)	55	5.4	63	5.5	44	3.8						

(Totals may not add due to rounding)

Method of Implementation:

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

Fact Sheet: F-16 MN-1591 600 GALLON EXTERNAL FUEL TANKS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										2.2
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									162	13.9
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.5
SIM/TRAINER										
SUPPORT-EQUIP										0.3
TOTAL COST (BP-1100)									162	14.7

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98	FY-99
Contract Date (Month/CY)	09/96	08/99	08/99	08/99
Delivery Date (Month/CY)	06/97	05/00	05/00	05/00

FY 2000 PBR

Modification Title and No: F110 DIGITAL ENGINE CONTROL (DEC) MN-173009

CLC: F-16 Class P

Models of Aircraft Affected: BLOCK 30/40

Center: ASC

PE 0207133F Team POWER

Description/Justification

Replaces the existing analog AFT control with Digitial Engine Control (DEC). Includes a variable stator vane fail safe system,the addition of two backup control modes, and the elimination of engine-caused auto accels. Mod will improve safety, reliability,supportability, and maintainability of F110-100 engine. Saves 11 aircraft over remaining life of weapon system. F110-100 DEC hardware is identical to Block 50 DEC which assists field supportability.

Aircraft Breakdown: Active 315, Reserve 36, ANG 258

Development Status

Development complete. Development under the Component Improvement Program.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	259	36.7	81	12.1	107	15.6	101	16.9	95	16.3	55	9.7
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.9										
SIM/TRAINER												
SUPPORT-EQUIP		2.5										
MOD OF SPARES	[142]	3.9	[44]	1.1								
DEPOT PROCESS		2.5		0.8		1.5		1.7		1.6		1.2
EMSC UPGRADE		0.4										
MEC UPGRADE												
MEC KIT	[184]	4.8	[81]	2.1	[154]	3.1	[112]	2.7	[45]	1.1	[42]	1.1
TOTAL COST (BP-1100)	259	51.6	81	16.1	107	20.3	101	21.3	95	19.0	55	11.9

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

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

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	56	10.0	22	4.0	40	7.4			816	128.7
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.9
SIM/TRAINER										
SUPPORT-EQUIP										2.5
MOD OF SPARES									[186]	5.0
DEPOT PROCESS		0.7		0.9		2.3				13.1
EMSC UPGRADE										0.4
MEC UPGRADE										
MEC KIT	[77]	2.2	[183]	5.3					[878]	22.3
TOTAL COST (BP-1100)	56	12.8	22	10.2	40	9.7			816	172.9

(Totals may not add due to rounding)

Milestones

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

FY 2000 PBR
Modification Title and No: WING BEEF-UP MN-18503A

CLC: F-16 Class P-S

Models of Aircraft Affected: A/C BLK 25/30/32

Center: ASC

PE 0207133F Team POWER

Description/Justification

This mod repairs cracks in pre-block 40 aircraft at the # 2,3, and 4 access holes. Testing shows the critical failure path is through the four wing skin access holes at bl 71.00 which decreases the wing structural strength, and has resulted in an 8.5G restriction for Block 30 aircraft. Mod corrects the problems by modification of wing root fairings to allow aircraft to withstand 9g design requirements and by reworking skin assembliesto increase static strength and durability. Failure to accomplish this modification could result in aircraft grounding due to cracks in upper wing skin.

Aircraft Breakdown: Active 487, Reserve 200, ANG 525

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1,212	7.4										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-89 454 KITS	[454]											
FY-90 447 KITS	[447]	0.5										
FY-93 180 KITS	[159]	2.3	[21]	0.3								
FY-94 66 KITS			[66]	0.9								
FY-95 65 KITS			[21]	0.3	[44]	1.1						
TOTAL INSTALL	1,060	2.8	108	1.6	44	1.1						
TOTAL COST (BP-1100)	1,212	10.2		1.6		1.1						

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Fact Sheet: F-16 MN-18503A WING BEEF-UP (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									1,212	7.4
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-89 454 KITS									[454]	
FY-90 447 KITS									[447]	0.5
FY-93 180 KITS									[180]	2.6
FY-94 66 KITS									[66]	0.9
FY-95 65 KITS									[65]	1.4
TOTAL INSTALL									1,212	5.5
TOTAL COST (BP-1100)									1,212	12.9

(Totals may not add due to rounding)

Milestones

	FY-89	FY-90	FY-91	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)	09/90	06/91			12/92	12/93	12/94					
Delivery Date (Month/CY)	12/90	06/92			12/93	12/94	12/95					

Installation Schedule

	FY-89				FY-90				FY-91				FY-92				FY-93				FY-94				FY-95				FY-96			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									9	8	7	7	73	73	72	72	78	78	78	79	54	54	53	53	23	23	22	22	13	13	13	13
Output									9	8	7	7	73	73	72	72	78	78	78	79	54	54	53	53	23	23	22	22	13	13	13	13

	FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	14	14	14	14	23	23	23	22	10	10	10	9	9	9	9	9
Output	14	14	14	14	23	23	23	22	10	10	10	9	9	9	9	9

FY 2000 PBR
Modification Title and No: FALCON 229 ENGINE UPGRADE MN-19229E

CLC: F-16 Class P

Models of Aircraft Affected: BLOCK 52

Center: ASC

PE 0207133F Team POWER

Description/Justification

The Falcon 229 program is designated to enhance F-16 safety and improve maintainability by accelerating F-16/F100-PW-229 engine maturation. This will be accomplished through design improvements, early identification of problems, and augmented field support. The design improvement portion of Falcon 229 is comprised of four blocks, phased to coincide with the 4th stage blade retrofits. Each block consists of different tasks, consequently the cost varies between blocks. Incorporation of all the tasks will reduce the in-flight shut down rate to 2/100,000 engine flight hours. This means six aircraft and possibly crews will be saved every 100,000 fleet hours. Installation in FYs 94,95,and 96 are organizational level, requiring no installation funds. Remaining years are depot installation. FY97-FY05 installations are accomplished at depot as part of scheduled maintnenance (no installation dollars required).

Aircraft Breakdown: Active 36, Reserve 0, ANG 18

Development Status

Mod includes numerous engine ECPs. Development under the Component Improvement Program.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.5										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	1,253	5.5	3	0.2	9	1.5	24	1.9	14	1.2	11	1.0
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.2										
SIM/TRAINER												
SUPPORT-EQUIP		2.2		0.2								
TOTAL COST (BP-1100)	1,253	7.9	3	0.4	9	1.5	24	1.9	14	1.2	11	1.0

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Fact Sheet: F-16 MN-19229E FALCON 229 ENGINE UPGRADE (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										6.5
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	18	2.2							1,332	13.5
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.2
SIM/TRAINER										
SUPPORT-EQUIP										2.5
TOTAL COST (BP-1100)	18	2.2							1,332	16.1

(Totals may not add due to rounding)

Milestones

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

FY 2000 PBR
Modification Title and No: NAVSTAR GPS F-16 CUPID MN-3150M

CLC: F-16 Class P

Models of Aircraft Affected: F-16C/D BLK 25/30/32

Center: ASC

PE 0207133F Team POWER

Description/Justification

The Navstar Global Positioning System (GPS) provides user equipment for F-16 BLK 25/30/32 aircraft to compute platform position/velocity as well as aid computation of steering vectors to target locations. This avionics mod will install the embedded GPS/INS (EGI) that combines a ring laser gyro INS, a GEM II GPS receiver card, and a master kalman navigation filter in a single LRU. Existing RLG/INUs in the Block 25/30/32 aircraft removed as a result of this mod will be installed in Block 40/50 aircraft (which are equipped with LN-39 mechanical INUs). No funding for aircraft OFP development is included as integration will occur in conjunction with OFP update (SCU-4). Depot installation to be accomplished as part of the Block 25/30/32 Combat Upgrade Plan Integrated Details (CUPID). CUPID integrates GPS, NVIS, SADL, and CMS modifications under a cost avoidance, common configuration plan. Some additional FY02 installation funding required; working in FY02 POM.

Aircraft Breakdown: Active 194, Reserve 71, ANG 347

Development Status

EGI integration contract awarded 2/94; EGI F-16 missionization EDR completed; EGI integration unit deliveries completed. Group A development contract awarded 1/96; Group A's PDR, CDR, and mock-up installation completed; T&E aircraft T-2 modifications completed. Integration testing began 5/97 with SCU-4 OFP testing; continuing.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		12.9		3.4		2.7		0.6				
PROCUREMENT (3010)												
INSTALL KITS	150	6.1	282	9.7	65	1.8	81	2.4	34	1.0		
KITS NONRECUR		2.7										
EQUIPMENT	[150]	13.4	[282]	25.1	[65]	6.1	[81]	9.3	[34]	3.9		
EQUIP NONREC				1.3		0.1						
CHANGE ORDERS												
DATA												
SIM/TRAINER							[2]	0.6				
SUPPORT-EQUIP												
OGC								1.0				
INSTALLATION OF HARDWARE												
FY-97 150 KITS			[10]	0.2	[133]	5.1	[7]	0.3				
FY-98 282 KITS					[89]	3.4	[174]	7.9	[17]	0.9	[2]	0.1
FY-99 65 KITS							[33]	1.5	[32]	1.6		
FY-00 81 KITS									[43]	2.2	[38]	1.8
FY-01 34 KITS											[34]	1.6
TOTAL INSTALL			10	0.2	222	8.6	214	9.7	92	4.7	74	3.5
TOTAL COST (BP-1100)	150	22.2	282	36.3	65	16.6	81	22.9	34	9.6		3.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 18 Months

Follow-On Lead Time: 17 Months

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
										19.6
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR									612	21.0
EQUIPMENT										2.7
EQUIP NONREC									[612]	57.9
CHANGE ORDERS										1.4
DATA										
SIM/TRAINER										
SUPPORT-EQUIP									[2]	0.6
OGC										
INSTALLATION OF HARDWARE										1.0
FY-97 150 KITS									[150]	5.6
FY-98 282 KITS									[282]	12.3
FY-99 65 KITS									[65]	3.1
FY-00 81 KITS									[81]	4.0
FY-01 34 KITS									[34]	1.6
TOTAL INSTALL									612	26.6
TOTAL COST (BP-1100)									612	111.2

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-95				FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	10	58	58	53	53	53	54	53	54	18	18	28	28	17	17	20	20
Output																	10	58	58	53	53	53	54	53	54	18	18	28	28	17	17	20	20

FY 2000 PBR
Modification Title and No: ALE-47 MN-3450

Models of Aircraft Affected: F-16C/D

Center: ASC

CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

Retrofits F-16C/D Blk 40/42/50/52 with ALE-47 automatic/semi-automatic flare/chaff dispensing system. Provides much greater survivability due to the ability to provide compatible flare/chaff responses triggered by on-board sensors rather than by the pilot through preplanned and preprogrammed dispenser loads. NRE for FY00 is for Quality Test and Evaluation of a required kit modification for CMWS. The 'Retrofit' line in FY98 is to retrofit 267 programmers and 173 readiness spares package to work with the Block 1 update to support CMWS on OFP 40T6.

Aircraft Breakdown: Active 474, Reserve 0, ANG 206

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	449	3.2			44	0.1	84	0.1	84	0.1	19	
KITS NONRECUR		0.9		0.2				0.9				
EQUIPMENT	[449]	19.5			[44]	1.3	[84]	2.6	[84]	2.7	[19]	0.6
EQUIP NONREC		0.6										
CHANGE ORDERS		2.2		0.3		0.6				0.6		
DATA		1.3		0.1		0.2		0.3		0.9		
SIM/TRAINER												
SUPPORT-EQUIP	[72]	1.8				0.3		0.7				
RETROFIT				2.1								
INSTALLATION OF HARDWARE												
FY-92 93 KITS	[93]	0.6										
FY-93 108 KITS	[108]	0.7										
FY-94 84 KITS	[84]	0.5										
FY-95 80 KITS	[8]	0.1	[69]	1.5	[3]	0.1						
FY-96 84 KITS	[5]	0.0			[38]	1.0	[23]	0.6	[18]	0.4		
FY-99 44 KITS									[26]	0.6	[18]	0.4
FY-00 84 KITS											[66]	1.4
FY-01 84 KITS												
FY-02 19 KITS												
TOTAL INSTALL	298	1.9	69	1.5	41	1.1	23	0.6	44	1.0	84	1.8
TOTAL COST (BP-1100)	449	31.4		4.1	44	3.5	84	5.3	84	5.3	19	2.4

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Fact Sheet: F-16 MN-3450 ALE-47

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS									680	3.5
KITS NONRECUR										2.0
EQUIPMENT									[680]	26.7
EQUIP NONREC										0.6
CHANGE ORDERS										3.7
DATA										2.8
SIM/TRAINER										
SUPPORT-EQUIP									[72]	2.8
RETROFIT										2.1
INSTALLATION OF HARDWARE										
FY-92 93 KITS									[93]	0.6
FY-93 108 KITS									[108]	0.7
FY-94 84 KITS									[84]	0.5
FY-95 80 KITS									[80]	1.6
FY-96 84 KITS									[84]	2.1
FY-99 44 KITS									[44]	1.0
FY-00 84 KITS	[18]	0.4							[84]	1.8
FY-01 84 KITS	[66]	1.5	[18]	0.3					[84]	1.7
FY-02 19 KITS			[19]	0.3					[19]	0.3
TOTAL INSTALL	84	1.9	37	0.5					680	10.3
TOTAL COST (BP-1100)		1.9		0.5					680	54.5

(Totals may not add due to rounding)

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04
Contract Date (Month/CY)	02/92	09/93	09/94	09/95	09/96			03/99	03/00	03/01	03/02		
Delivery Date (Month/CY)	02/94	09/95	09/96	09/97	09/98			03/01	03/02	03/03	03/04		

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	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	18	21	21	21	21	21	21	21	21	21	21	21	21	21	18	17	17	17	11	10	10	10
Output										7	18	21	21	21	21	21	21	21	21	21	21	21	21	21	17	17	17	18	10	10	10	11

	FY-00				FY-01				FY-02				FY-03				FY-04		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	6	6	6	5	8	12	12	12	21	21	21	21	21	21	21	21	13	12	12	
Output	5	6	6	6	8	12	12	12	21	21	21	21	21	21	21	21	13	12	12	

FY 2000 PBR

Modification Title and No: ADVANCED WEAPON INTEGRATION MN-4260

CLC: F-16 Class P

Models of Aircraft Affected: F-16 C/D

Center: ASC

PE 0207133F Team POWER

Description/Justification

These funds are for the hardware integration and weapons pylon modification efforts required to employ smart weapons (JDAM, JSOW, WCMD) on the F-16 Block 40/42 aircraft. A total of 868 Block 40/42 weapons pylons will be modified for 434 Block 40/42 aircraft (two per aircraft). Funding for installation of kits obligated in FY 96 will not be expended until FY 98 and FY 99 due to delays experienced at the Ogden-ALC. These delays were caused by receipt of defective kits and scheduling conflicts within the Ogden-ALC. The funding for installation of kits obligated in FY 97 and FY 98 will not be expended until FY 99. Personnel at the Ogden-ALC have instituted a recovery plan to deliver kits meeting ACC requirements.

Aircraft Breakdown: Active 352, Reserve 0, ANG 82

Development Status

AF F-16 RDT&E effort is funded by the respective weapon system program office at Eglin AFB.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		7.0										
PROCUREMENT (3010)												
INSTALL KITS	480	3.8	240	2.0	148	1.3						
KITS NONRECUR		0.1										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INTEGRATION		6.5										
SOFTWARE		6.0										
INSTALLATION OF HARDWARE												
FY-96 240 KITS		1.1	[120]		[120]							
FY-97 240 KITS		0.4		0.7	[120]		[120]					
FY-98 240 KITS				1.1			[120]		[120]			
FY-99 148 KITS						0.7			[120]		[28]	
TOTAL INSTALL		1.6	120	1.9	240	0.7	240		240		28	
TOTAL COST (BP-1100)	480	17.9	240	3.8	148	2.0						

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

Fact Sheet: F-16 MN-4260 ADVANCED WEAPON INTEGRATION

Projected Financial Plan (Continued)

(Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										7.0
PROCUREMENT (3010)										
INSTALL KITS									868	7.0
KITS NONRECUR										0.1
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INTEGRATION										6.5
SOFTWARE										6.0
INSTALLATION OF HARDWARE										
FY-96 240 KITS									[240]	1.1
FY-97 240 KITS									[240]	1.1
FY-98 240 KITS									[240]	1.1
FY-99 148 KITS									[148]	0.7
TOTAL INSTALL									868	4.1
TOTAL COST (BP-1100)									868	23.7

(Totals may not add due to rounding)

Milestones

	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)		03/97	12/97	12/98	12/99			
Delivery Date (Month/CY)		09/97	12/98	12/99	12/00			

Installation Schedule

	FY-95				FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input															60	60	60	60	60	60	60	60	60	60	60	60	60	28				
Output															40	60	60	60	60	60	60	60	60	60	60	60	60	48				

FY 2000 PBR

Modification Title and No: ADVANCED WEAPONS INTEGRATION (BLK 30) MN-426030

CLC: F-16 Class P

Models of Aircraft Affected: BLK 25/30/32

Center: ASC

PE 0207133F Team POWER

Description/Justification

These funds are for the integration and modification efforts required to employ smart weapons (JDAM, JSOW, AND WCMD) on the F-16 Block 25/30/32 aircraft. Weapon pylons will be modified with a 1760 interface. Two pylons per aircraft are required to be modified. Failure to integrate smart weapons onto the F-16 inventory will preclude taking advantage of the increased accuracy and stand-off capabilities of these next generation weapons. This program is baselined to a core computer upgrade to provide adequate memory and an Operatiponal Flight Program (OFP) update. The E2 FCC and OFP costs are funded elsewhere. ECO funds in FY02 are to fund a TCTO update to roll the serial numbers.

Aircraft Breakdown: Active 194, Reserve 91, ANG 332

Development Status

Development consists of OFP development and test with a new core computer (Expanded Flight Control Computer), DT&E/OT&E of the new OFP and weapons, as well as Seek Eagle certification of the weapons on the Block 30 aircraft.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR									156	1.5	240	2.3
EQUIPMENT										0.5		
EQUIP NONREC												
CHANGE ORDERS												
DATA												0.6
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-01 156 KITS												
FY-02 240 KITS											[156]	1.1
FY-03 240 KITS												
FY-04 240 KITS												
FY-05 240 KITS												
FY-06 118 KITS												
TOTAL INSTALL											156	1.1
TOTAL COST (BP-1100)									156	2.0	240	4.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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

Fact Sheet: F-16 MN-426030 ADVANCED WEAPONS INTEGRATION (BLK 30)

Projected Financial Plan (Continued) (Continued)

RDT&E (3600)	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
PROCUREMENT (3010)										
INSTALL KITS	240	2.3	240	2.3	240	2.3	118	1.1	1,234	11.6
KITS NONRECUR										0.5
EQUIPMENT										
EQUIP NONREC										0.6
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-01 156 KITS									[156]	1.1
FY-02 240 KITS	[240]	1.7							[240]	1.7
FY-03 240 KITS			[240]	1.7					[240]	1.7
FY-04 240 KITS					[240]	1.7			[240]	1.7
FY-05 240 KITS							[240]	1.7	[240]	1.7
FY-06 118 KITS							[118]	0.8	[118]	0.8
TOTAL INSTALL	240	1.7	240	1.7	240	1.7	358	2.5	1,234	8.8
TOTAL COST (BP-1100)	240	4.0	240	4.0	240	4.0	118	3.6	1,234	21.6

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input						36	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	58		
Output							36	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	58	

FY 2000 PBR
Modification Title and No: DIGITAL TERRAIN SYSTEM (DTS) MN-4262

Models of Aircraft Affected: BLK 25/30/40/50

Center: ASC

CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

HQ ACC has stated that DTS is a firm requirement in the next F-16 block OFP tape release. To support this, the DTS program must purchase a DTS data transfer cartridge (DTS/DTC) to host the DTS software and serve as a replacement for the current DTC on these A/C. DTS includes precise navigation capabilities and a ground collision avoidance system designed to save pilots and A/C by reducing the controlled flight into terrain mishaps.

Aircraft Breakdown: Active 761, Reserve 89, ANG 440

Development Status

Development is being accomplished and funded gratis by Fairchild.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			648	10.0	248	3.8			771	12.0	995	15.4
EQUIP NONREC				0.3								
CHANGE ORDERS				0.1		0.1						
DATA				0.5								
SIM/TRAINER												
SUPPORT-EQUIP				0.5								
TOTAL COST (BP-1100)			648	11.5	248	3.8			771	12.0	995	15.4

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 Months

Fact Sheet: F-16 MN-4262 DIGITAL TERRAIN SYSTEM (DTS)

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC									2,662	41.1
CHANGE ORDERS										0.3
DATA										0.2
SIM/TRAINER										0.5
SUPPORT-EQUIP										0.5
TOTAL COST (BP-1100)									2,662	42.7

(Totals may not add due to rounding)

Milestones

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

FY 2000 PBR

Modification Title and No: REDESIGNED F-16 BRAKE CONTROL/ANTI-SKID MN-50003B

CLC: F-16 Class P

Models of Aircraft Affected: F-16A/B/C/D

Center: ASC

PE 0207133F Team POWER

Description/Justification

This modification provides improved reliability and maintainability, the number of ground aborts and maintenance actions due to system failures will be halved as troubleshooting time will be reduced 15 minutes per action. Additionally, brake and tire wear will be reduced by up to 35%. Mod name changed from anti-skid algorithm.

FY97 dollars identified for Omnibus Cut.

Aircraft Breakdown: Active 799, Reserve 373, ANG 58

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS	460	3.1	770	5.1								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.4										
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	460	3.5	770	5.1								

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 8 Months

Follow-On Lead Time: 6 Months

Fact Sheet: F-16 MN-50003B REDESIGNED F-16 BRAKE CONTROL/ANTI-SKID

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR									1,230	8.2
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										0.4
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									1,230	8.6

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98
Contract Date (Month/CY)	12/97	03/99	11/99
Delivery Date (Month/CY)	08/98	09/99	05/00

FY 2000 PBR

Modification Title and No: RF TOWED DECOY SYSTEMS ALE-50 MN-5013

Models of Aircraft Affected: BLK 40/42/50/52

Center: ASC

CLC: F-16 Class P

PE 0207133F Team POWER

Description/Justification

This modification allows the Navy Advanced Airborne Expendable Decoy (AAED) to be installed on combat coded F-16 Block 40/42/50/52 active and ANG aircraft as the Active Towed Decoy (ATD) system. The major components of the system are the AAED, canisters, magazines, and launcher/controller mounted in a 16S350-5 pylon assembly. The system is an RF repeater acting to decoy threat systems that engage the F-16 resulting in increased miss distance.

Aircraft Breakdown: Active 362, Reserve 0, ANG 75

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.8										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	[60]	19.4	[141]	40.2	[70]	18.3	[68]	17.8	[67]	17.9	[9]	4.9
EQUIP NONREC												
CHANGE ORDERS		0.3				0.3		0.4		0.4		0.3
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		19.8		40.3		18.6		18.2		18.3		5.1

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

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

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
										1.8
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	[3]	1.2			[19]	9.5			[437]	129.2
EQUIP NONREC										
CHANGE ORDERS		0.3				0.2				2.3
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)		1.4				9.7				131.4

(Totals may not add due to rounding)

Milestones

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

FY 2000 PBR

Modification Title and No: SCREECH / EXHAUST DUCT LINER BURNTHRU MN-6020

Models of Aircraft Affected: F16 C/D (BLK 50)

Center: ASC

CLC: F-16 Class P

PE 0207133F Team POWER

Description/Justification

F110-GE-129 engines are experiencing high screech levels on fielded engines. This screech is causing damage to the augmentor duct assembly, flame holder, fan core spray bars, local spray bars, and the exhaust nozzle liner. The damage includes broken or missing pieces and non-reparable cracks. Because of this problem, the F110-GE-129 engines must operate at approximately 95% of max thrust as an interim fix to reduce screech induced hardware failures. Specifically, F110 engines have experienced 52 exhaust & duct liner burn thrus, since January 1995 causing safety issues and maintenance issues. 20 kits will mod spares.

Aircraft Breakdown: Active 178, Reserve 0, ANG 0

Development Status

In test. Development under Component Improvement Program (CIP).

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							67	3.1	82	4.0	30	1.5
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
TOTAL COST (BP-1100)							67	3.1	82	4.0	30	1.5

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Fact Sheet: F-16 MN-6020 SCREECH / EXHAUST DUCT LINER BURNTHRU

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	36	1.7	20	1.0	26	1.3			261	12.6
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
TOTAL COST (BP-1100)	36	1.7	20	1.0	26	1.3			261	12.6

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00
Contract Date (Month/CY)		03/99	03/00
Delivery Date (Month/CY)		03/00	03/01

FY 2000 PBR

Modification Title and No: BLOCK 30 NIGHT VISION IMAGING SYSTEM (NVIS)-CUPID MN-602030

CLC: F-16 Class P

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

Center: ASC

PE 0207133F Team POWER

Description/Justification

This effort incorporates Night Vision Imaging System (NVIS) Compatible Lighting kits. This modification includes internal and external lighting and uses the post and bezel solution for lighting of the primary flight instruments. This a follow-on program to the Guard/Reserve 160 unit buy in FY96-97. This program will involve a new source selection and contract which will be common with the Block 40/50 NVIS modification. Block 30 NVIS is part of the Combat Upgrade Plan Integration Details (CUPID). CUPID integrates NVIS, Global Postioning System (GPS), ALQ-213 Countermeasure Set (CMS), and Situational Awareness Data Link (SADL) under a cost avoiding configuration plan. To help retrofit the F-16 Block 30 fleet, 129 kits will be procured with $5.5M in FY98 using Guard Reserve Equipment Account (GREA) funding. These 129 kits will be installed with 3010BP11 funding.

Aircraft Breakdown: Active 194, Reserve 11, ANG 247

Development Status

None. No RDT&E required.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			143	5.2	111	4.8	69	3.5				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				0.2		1.6						
DATA				0.1		1.1						
SIM/TRAINER												
SUPPORT-EQUIP						0.2		0.8		0.3		
MOD OF SPARES			[13]	0.7	[11]	0.6	[24]	1.2	[9]	0.6	[7]	
OGC						1.0						
INSTALLATION OF HARDWARE												
FY-98 143 KITS					[45]	0.9	[227]	5.9				
FY-99 111 KITS							[14]	0.4	[92]	2.3	[5]	
FY-00 69 KITS											[69]	
TOTAL INSTALL					45	0.9	241	6.3	92	2.3	74	
TOTAL COST (BP-1100)			143	6.2	111	10.2	69	11.8		3.2		

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Fact Sheet: F-16 MN-602030 BLOCK 30 NIGHT VISION IMAGING SYSTEM (NVIS)-CUPID

Projected Financial Plan (Continued) (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									323	13.5
KITS NONRECUR										
EQUIPMENT										1.8
EQUIP NONREC										1.2
CHANGE ORDERS										
DATA										1.3
SIM/TRAINER									[64]	3.1
SUPPORT-EQUIP										1.0
MOD OF SPARES									[272]	6.8
OGC									[111]	2.7
INSTALLATION OF HARDWARE									[69]	
FY-98 143 KITS									452	9.5
FY-99 111 KITS									323	31.3
FY-00 69 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)										

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							10	35	60	60	60	61	18	18	28	28	17	17	20	20
Output							10	35	60	60	60	61	18	18	28	28	17	17	20	20

FY 2000 PBR

Modification Title and No: BLOCK 42 CAS IMPROVED DATA MODEM (IDM) MN-602039

Models of Aircraft Affected: F-16 BLOCK 42 C/D

Center: ASC

CLC: F-16 Class P

PE 0207133F Team POWER

Description/Justification

This mod improves the Air Force's ability to provide Close Air Suport (CAS) for the Army. This program provides for retrofit modifications of 68 Block 42 aircraft with the Improved Data Modem (IDM). Mod number changed from _OLRHQ to 602039. Estimate for Block 42 CAS IDM assumes full funding of MN-602041 Block 40 CAS and MN-602040 Block 40 Night Vision Imaging System (NVIS). Cancellation/reduction of either of these two related mod programs increases the Block 42 CAS IDM estimate.

Aircraft Breakdown: Active 17, Reserve 0, ANG 51

Development Status

The development activities will span only one year and will capitalize on previous development work conducted under the Block 40 Close Air Support program. Award of the EMD contract is expected FQ 2/99.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						2.1						
PROCUREMENT (3010)												
INSTALL KITS							68	1.4				
KITS NONRECUR								0.6				
EQUIPMENT								3.1				
EQUIP NONREC												
CHANGE ORDERS								0.4				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								0.6				
INSTALLATION OF HARDWARE												
FY-00 0 KITS												
TOTAL INSTALL									[32]	3.5	[36]	
TOTAL COST (BP-1100)									32	3.5	36	
(Totals may not add due to rounding)							68	6.1		3.5		

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Fact Sheet: F-16 MN-602039 BLOCK 42 CAS IMPROVED DATA MODEM (IDM)

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
										2.1
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR									68	1.4
EQUIPMENT										0.6
EQUIP NONREC										3.1
CHANGE ORDERS										
DATA										0.4
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										0.6
FY-00 0 KITS										
TOTAL INSTALL									[68]	3.5
TOTAL COST (BP-1100)									68	3.5
(Totals may not add due to rounding)									68	9.6

Milestones

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

FY 2000 PBR

Modification Title and No: BLK 40/50 NIGHT VISION IMAGING SYSTEM (NVIS) MN-602040

Models of Aircraft Affected: BLOCK 40 / 50

Center: ASC

CLC: F-16 Class P

PE 0207133F Team POWER

Description/Justification

This modification incorporates Night Vision Imaging System (NVIS) lighting kits for all Block 40/42/50/52 F-16 C/D aircraft. This modification includes both internal and external lighting using the Post and Bezel approach developed by the Air National Guard for their Block 30 C model aircraft. A new source selection and contract was awarded to produce kits common with the Block 30 NVIS program.

Aircraft Breakdown: Active 578, Reserve 0, ANG 99

Development Status

None No RDT&E required.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS			105	4.8	194	8.5	230	10.1	148	6.5		
KITS NONRECUR				0.2		2.4						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				0.3		2.4						
DATA				0.2		1.6						
SIM/TRAINER												
SUPPORT-EQUIP						0.3		0.4		0.8		
MOD OF SPARES			[4]	0.2	[25]	1.3	[25]	1.4	[19]	1.1		
OGC								0.7		3.5		
INSTALLATION OF HARDWARE												
FY-98 105 KITS							[105]	3.7				
FY-99 194 KITS							[31]	1.1	[163]	6.0		
FY-00 230 KITS									[128]	4.8	[102]	2.0
FY-01 148 KITS											[148]	
TOTAL INSTALL							136	4.8	291	10.8	250	2.0
TOTAL COST (BP-1100)			105	5.8	194	16.4	230	17.4	148	22.6		2.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 15 Months

Follow-On Lead Time: 12 Months

Fact Sheet: F-16 MN-602040 BLK 40/50 NIGHT VISION IMAGING SYSTEM (NVIS)

Projected Financial Plan (Continued) (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									677	29.9
KITS NONRECUR										2.6
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										2.7
DATA										1.8
SIM/TRAINER										
SUPPORT-EQUIP										1.5
MOD OF SPARES									[73]	3.9
OGC										4.2
INSTALLATION OF HARDWARE										
FY-98 105 KITS									[105]	3.7
FY-99 194 KITS									[194]	7.1
FY-00 230 KITS									[230]	6.8
FY-01 148 KITS									[148]	
TOTAL INSTALL									677	17.6
TOTAL COST (BP-1100)									677	64.2

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										25	55	56	72	73	73	73	79	78	78	15
Output										25	55	56	72	73	73	73	79	78	78	15

FY 2000 PBR

Modification Title and No: BLOCK 40 CAS IMPROVED DATA MODEM (IDM) MN-602041

Models of Aircraft Affected: F-16 BLOCK 40 C/D

Center: ASC

CLC: F-16 Class P

PE 0207133F Team POWER

Description/Justification

This mod improves the Air Force's ability to provide Close Air Support (CAS) for the Army. This program provides for retrofit modifications of 246 Block 40 aircraft with the Improved Data Modem (IDM). This program will upgrade 198 IDMs already in the USAF inventory, and 48 new units will be procured. Installation of this mod will be delayed until FY00 in order to align IDM with delivery and installation of MN-602040 Night Vision Imaging System (NVIS). Combining IDM with NVIS installation eliminates redundent depot induction costs and reduces aircraft downtime. Estimate for installation of Block 40 CAS IDM assumes full funding of MN-602039 Block 42 CAS IDM and MN-602040 NVIS. Cancellation/reduction of either of these two related mod programs increases the Block 40 CAS IDM installation estimate.

Aircraft Breakdown: Active 227, Reserve 0, ANG 19

Development Status

Developed under the CAS/40T5 Program.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				3.1								
PROCUREMENT (3010)												
INSTALL KITS			118	2.4	128	2.6						
KITS NONRECUR												
EQUIPMENT						3.0						
EQUIP NONREC												
CHANGE ORDERS				1.0								
DATA												
SIM/TRAINER			[10]									
SUPPORT-EQUIP				1.8		0.8						
INSTALLATION OF HARDWARE												
FY-98 118 KITS					[65]	5.2	[41]	3.1	[12]			
FY-99 128 KITS									[84]		[44]	
TOTAL INSTALL					65	5.2	41	3.1	96		44	
TOTAL COST (BP-1100)			118	5.4	128	11.6		3.1				

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Fact Sheet: F-16 MN-602041 BLOCK 40 CAS IMPROVED DATA MODEM (IDM)

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										3.1
PROCUREMENT (3010)										
INSTALL KITS									246	5.0
KITS NONRECUR										3.0
EQUIPMENT										1.0
EQUIP NONREC									[10]	
CHANGE ORDERS										2.7
DATA									[118]	8.3
SIM/TRAINER									[128]	
SUPPORT-EQUIP									246	8.3
INSTALLATION OF HARDWARE									246	20.0
FY-98 118 KITS										
FY-99 128 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)										

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)	06/98	12/98				
Delivery Date (Month/CY)	06/99	09/99				

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										20	30	30	30	23	20	20	20	20	20	13				
Output										5	20	30	30	30	23	20	20	20	20	20	8			

FY 2000 PBR

Modification Title and No: BLK 50 MODULAR MISSION COMPUTER MMC-CCIP MN-602150

CLC: F-16 Class P

Models of Aircraft Affected: BLOCK 50/52

Center: ASC

PE 0207133F Team POWER

Description/Justification

The mod produces and incorporates the Modular Mission Computer into Block 50/52 F-16's. MMCs are being installed in Taiwan production aircraft, and are part of the MLU retrofit effort. MN 602140, Block 40 Modified Modular Mission Computer; MN 610240, Block 40 Color Display; MN 661640, Block 40 Link 16; MN 602150, Block 50 Modified Modular Mission Computer; MN 610250, Block 50 Color Display; and MN 661650, Block 50 Link 16 use the same engineering baseline. Changes to any of these mods will likely affect others. Lead Mod for CCIP Program.

Aircraft Breakdown: Active 237, Reserve 0, ANG 0

Development Status

The development program for this effort has completed CDR.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		21.9		3.9								
PROCUREMENT (3010)												
INSTALL KITS					42	7.1	84	14.4	84	14.9	27	4.8
KITS NONRECUR						0.7						
EQUIPMENT					[42]	12.1	[84]	24.9	[84]	25.2	[27]	8.1
EQUIP NONREC												
CHANGE ORDERS						0.5		1.4		1.5		
DATA						0.5		2.5		2.0		
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-99 42 KITS									[42]	3.7		
FY-00 84 KITS											[84]	7.0
FY-01 84 KITS												
FY-02 27 KITS												
TOTAL INSTALL									42	3.7	84	7.0
TOTAL COST (BP-1100)					42	21.0	84	43.2	84	47.2	27	19.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Fact Sheet: F-16 MN-602150 BLK 50 MODULAR MISSION COMPUTER MMC-CCIP

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										25.8
PROCUREMENT (3010)										
INSTALL KITS									237	41.2
KITS NONRECUR										0.7
EQUIPMENT									[237]	70.3
EQUIP NONREC										
CHANGE ORDERS										3.4
DATA										5.0
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-99 42 KITS									[42]	3.7
FY-00 84 KITS									[84]	7.0
FY-01 84 KITS	[84]	8.2							[84]	8.2
FY-02 27 KITS			[27]	2.4					[27]	2.4
TOTAL INSTALL	84	8.2	27	2.4					237	21.3
TOTAL COST (BP-1100)		8.2		2.4					237	141.9

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	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	21	21	21	21	21	21	21	21	21
Output																							21	21	21	21	21	21	21	21	21	21

	FY-04			
Quarters	1	2	3	4
Input	14	13		
Output	14	13		

FY 2000 PBR

Modification Title and No: PRE BLK 40 STRUCTURAL IMPROVEMENT PROGRAM MN-6022

CLC: F-16 Class P

Models of Aircraft Affected: F-16 C/D PRE -40

Center: ASC

PE 0207133F Team POWER

Description/Justification

Engineering test, analysis, and user's experience indicate the aircraft structure will not meet the needed 8000 hour service life. The structural improvement program combines the following major structural modifications into one overall program: ECPs 1910 and 1947 fuel shelf/wing carry through bulkhead, and ECP 1992 vertical tail aft mounting pads bulkhead FS 479.

Aircraft Breakdown: Active 216, Reserve 73, ANG 349

Development Status

Under provision of the Correction of Deficiency (COD), no development procedures were required prior to contract award.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS	514	18.3	116	5.1	8	0.3						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		2.5		0.5		0.5		0.5		0.5		
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOOLING		2.8						0.6				
SPARES		3.3										
INSTALLATION OF HARDWARE												
FY-92 33 KITS	[33]	9.9										
FY-93 64 KITS	[64]	19.1										
FY-94 92 KITS	[92]	30.3										
FY-95 92 KITS	[92]	27.2										
FY-96 116 KITS	[25]	7.4	[91]	28.4								
FY-97 117 KITS			[22]	8.1	[95]	23.7						
FY-98 116 KITS					[23]	6.1	[93]	30.6				
FY-99 8 KITS									[8]	7.4		
TOTAL INSTALL	306	94.0	113	36.5	118	29.8	93	30.6	8	7.4		
TOTAL COST (BP-1100)	514	120.9	116	42.1	8	30.6		31.7		7.9		

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 14 Months

Follow-On Lead Time: 18 Months

Fact Sheet: F-16 MN-6022 PRE BLK 40 STRUCTURAL IMPROVEMENT PROGRAM (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									638	23.7
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										4.5
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOOLING										3.4
SPARES										3.3
INSTALLATION OF HARDWARE										
FY-92 33 KITS									[33]	9.9
FY-93 64 KITS									[64]	19.1
FY-94 92 KITS									[92]	30.3
FY-95 92 KITS									[92]	27.2
FY-96 116 KITS									[116]	35.9
FY-97 117 KITS									[117]	31.8
FY-98 116 KITS									[116]	36.7
FY-99 8 KITS									[8]	7.4
TOTAL INSTALL									638	198.3
TOTAL COST (BP-1100)									638	233.2

(Totals may not add due to rounding)

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)	06/92	09/93	03/94	03/95	03/96	03/97	03/98	03/99		
Delivery Date (Month/CY)	09/93	09/94	09/95	09/96	09/97	09/98	09/99	09/00		

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	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	7	9	10	15	19	18	18	22	22	22	22	22	23	23	24	24	29	29	29	29	30	29	29	29
Output								5	7	9	10	15	19	18	18	22	22	22	22	22	23	23	24	24	29	29	29	29	30	29	29	29

	FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4
Input	23	23	23	21	3	2	2	3
Output	23	23	23	21	3	2	2	3

FY 2000 PBR

Modification Title and No: BLOCK 40 STRUCTURAL IMPROVEMENT MN-602240

CLC: F-16 Class P

Models of Aircraft Affected: BLOCK 40/42

Center: ASC

PE 0207133F Team POWER

Description/Justification

Engineering test, analysis, user's experience indicate aircraft structure will not meet the needed 8000 hour service life. Delays may lead to further structural degradation which will be costly to correct, and may impact flight safety. Funds would also be used to install aircraft kits resulting from correction of deficiency (COD) ECP's and structural changes to the Block 40 aircraft.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

Under provision of the COD, no development procedures were required prior to contract award. FY95 money started the installation of kits provided by Lockheed. Under agreement with Lockheed, they provide the kits and the Air Force provides the installation dollars.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	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	[252]		[84]		[45]							
INSTALLATION OF HARDWARE												
FY-95 0 KITS	[84]	11.9										
FY-96 0 KITS	[84]	18.5										
FY-97 0 KITS	[84]	17.9										
FY-98 0 KITS			[84]	17.8								
FY-99 0 KITS					[45]	9.9						
TOTAL INSTALL	252	48.3	84	17.8	45	9.9						
TOTAL COST (BP-1100)		48.3		17.8		9.9						

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 1 Month

Follow-On Lead Time: 1 Month

Fact Sheet: F-16 MN-602240 BLOCK 40 STRUCTURAL IMPROVEMENT (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
COD KITS									[381]	
INSTALLATION OF HARDWARE										
FY-95 0 KITS									[84]	11.9
FY-96 0 KITS									[84]	18.5
FY-97 0 KITS									[84]	17.9
FY-98 0 KITS									[84]	17.8
FY-99 0 KITS									[45]	9.9
TOTAL INSTALL									381	76.0
TOTAL COST (BP-1100)										76.0

(Totals may not add due to rounding)

Milestones

	FY-95	FY-96	FY-97	FY-98	FY-99
Contract Date (Month/CY)	12/94	12/95	12/96	12/97	12/98
Delivery Date (Month/CY)	12/94	12/95	12/96	12/97	12/98

Installation Schedule

	FY-95				FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	3	
Output	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	3	

FY 2000 PBR

Modification Title and No: F-16A STRUCTURE IMPROVEMENT PGM MN-602241 CLC: F-16 Class P

Models of Aircraft Affected: F-16 A Center: ASC PE 0502608F Team AIR

Description/Justification

Engineering test, analysis, and user's experience indicate the aircraft structure will not meet the needed 8000 hour service life. The F-16A Structure Improvement Program combines several major modifications into one overall program. This program will modify 24 ANG F-16A aircraft at Tucson AZ. Mod number changed from _YFTG3 to 602241.

Aircraft Breakdown: Active 0, Reserve 0, ANG 24

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							6	0.7	6	0.7	6	0.8
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS								0.2				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 6 KITS							[4]	2.0	[2]			
FY-01 6 KITS									[6]	2.2		
FY-02 6 KITS											[6]	2.4
FY-03 6 KITS												
TOTAL INSTALL							4	2.0	8	2.2	6	2.4
TOTAL COST (BP-1100)							6	2.9	6	2.9	6	3.1

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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

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

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	6	0.8							24	3.0
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.2
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 6 KITS									[6]	2.0
FY-01 6 KITS									[6]	2.2
FY-02 6 KITS									[6]	2.4
FY-03 6 KITS	[6]	2.4							[6]	2.4
TOTAL INSTALL	6	2.4							24	8.9
TOTAL COST (BP-1100)	6	3.1							24	12.1

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-00				FY-01				FY-02				FY-03				FY-04		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input			2	2	2	2	2	2		2	2	2		2	2	2				
Output				2	2	2	2	2	2		2	2	2		2	2	2			

FY 2000 PBR
Modification Title and No: BLOCK 50/52 STRUCTURAL IMPROVEMENT MN-602250 CLC: F-16 Class P

Models of Aircraft Affected: BLOCK 50/52 Center: ASC PE 0207133F Team POWER

Description/Justification

Engineering test, analysis, user's experience indicate aircraft structure will not meet the needed 8000 hour service life. Delays may lead to further structural degradation which will be costly to correct and may impact flight safety. Funds would also be used to install aircraft kits resulting from correction of defiiency (COD) ECP's and structural changes to the Block 50 aircraft. This mod split out from the Block 40 structural mod, 602240, in the 97BES.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

Under provision of the COD, no development procedures were required prior to contract award. Under agreement by Lockheed, they provide the kits and the Air Force provides the installation dollars.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	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									[44]		[84]	
INSTALLATION OF HARDWARE												
FY-01 0 KITS									[44]	2.7	[84]	3.3
TOTAL INSTALL									44	2.7	84	3.3
TOTAL COST (BP-1100)										2.7		3.3

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 1 Month Follow-On Lead Time: 1 Month

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

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
COD KITS	[28]								[156]	
INSTALLATION OF HARDWARE										
FY-01 0 KITS	[28]	1.6							[156]	7.5
TOTAL INSTALL	28	1.6							156	7.5
TOTAL COST (BP-1100)		1.6								7.5

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarters	1	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	22	21	21	21	21	21	7		
Output																22	22	21	21	21	21	21	7	

FY 2000 PBR

Modification Title and No: ALQ-213 COUNTERMEASURE SET (CMS) - CUPID MN-603030 | CLC: F-16 | Class P

Models of Aircraft Affected: F-16C/D | Center: ASC | PE 0207133F | Team POWER

Description/Justification

ALQ-213 Countermeasure Set (CMS) provides operation of an EC system with a single CCU, hands-on chaff/flare dispensing, NVIS compatibility, and expands the CMDS capability to select more expendable programs. CMS is a part of the Block 25/30/32 Combat Upgrade Plan Integrated Details (CUPID). CUPID integtrates Global Positioning System (GPS), Night Vision Imaging System (NVIS), Situation Awareness Data Link (SADL) , and CMS under a cost avoidance common configuration plan. 418 Grp B kits, spares, WRSK, and other miscellaneous requirements funded with AFR/ANG GREA funds.

Aircraft Breakdown: Active 194, Reserve 71, ANG 347

Development Status

None. No RDT&E required.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					60	0.5	81	0.8	49	0.5		
KITS NONRECUR												
EQUIPMENT					[60]	2.1	[81]	4.9	[49]	2.3		
EQUIP NONREC												
CHANGE ORDERS										0.8		0.5
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-97 0 KITS					[140]	4.0						
FY-98 0 KITS					[92]	2.6	[190]	5.4				
FY-99 60 KITS							[24]	0.7	[36]	1.1		
FY-00 81 KITS									[56]	1.7	[25]	0.8
FY-01 49 KITS											[49]	1.5
TOTAL INSTALL					232	6.5	214	6.1	92	2.8	74	2.2
TOTAL COST (BP-1100)					60	9.1	81	11.8	49	6.4		2.7

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months Follow-On Lead Time: 18 Months

Fact Sheet: F-16 MN-603030 ALQ-213 COUNTERMEASURE SET (CMS) - CUPID (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									190	1.8
KITS NONRECUR										
EQUIPMENT									[190]	9.3
EQUIP NONREC										
CHANGE ORDERS										1.3
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-97 0 KITS									[140]	4.0
FY-98 0 KITS									[282]	8.0
FY-99 60 KITS									[60]	1.8
FY-00 81 KITS									[81]	2.4
FY-01 49 KITS									[49]	1.5
TOTAL INSTALL									612	17.6
TOTAL COST (BP-1100)									190	30.1

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)	06/97	03/98	03/99	03/00	03/01	
Delivery Date (Month/CY)	06/98	09/99	09/00	09/01	09/02	

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									58	58	58	58	53	54	53	54	18	18	28	28	17	17	20	20
Output									58	58	58	58	53	54	53	54	18	18	28	28	17	17	20	20

FY 2000 PBR
Modification Title and No: BLOCK 50 COLOR DISPLAYS - CCIP MN-610250 CLC: F-16 Class P

Models of Aircraft Affected: BLOCK 50 Center: ASC PE 0207133F Team POWER

Description/Justification

Replaces the existing four inch monochrome displays with color displays developed by the F-16 Mid-Life Update Program. The color displays will provide increased pilot situational awareness by through improved display symbology (targets, threats, etc) recognition. It will decrease pilot workload. MN 602140, Block 40 Modified Modular Mission Computer; MN 610240, Block 40 Color Display; MN 661640, Block 40 Link 16; MN 602150, Block 50 Modified Modular Mission Computer; MN 610250, Block 50 Color Display; and MN 661650, Block 50 Link 16 use the same engineering baseline. Changes to any of these mods will likely affect others.

Aircraft Breakdown: Active 237, Reserve 0, ANG 0

Development Status

New vendor qualification underway for commercialization of LRU components. This effort is being executed as a part of CCIP EMD, funded under MN 602140, Block 40 Modified Modular Mission Computer; MN 610240, Block 40 Color Display; MN 661640, Block 40 Link 16; MN 602150, and MN 661650, Block 50 Link 16.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				0.7								
PROCUREMENT (3010)												
INSTALL KITS					42	0.6	84	1.4	84	1.5	27	0.6
KITS NONRECUR												
EQUIPMENT					[42]	11.1	[84]	24.8	[84]	25.2	[27]	8.3
EQUIP NONREC												
CHANGE ORDERS						0.9		2.5		2.6		0.1
DATA						0.5		1.9		1.7		0.1
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-99 42 KITS									[42]	3.9		
FY-00 84 KITS											[84]	7.4
FY-01 84 KITS												
FY-02 27 KITS												
TOTAL INSTALL									42	3.9	84	7.4
TOTAL COST (BP-1100)					42	13.1	84	30.6	84	34.9	27	16.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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

Fact Sheet: F-16 MN-610250 BLOCK 50 COLOR DISPLAYS - CCIP (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										0.7
PROCUREMENT (3010)										
INSTALL KITS									237	4.1
KITS NONRECUR										
EQUIPMENT									[237]	69.5
EQUIP NONREC										
CHANGE ORDERS										6.1
DATA										4.2
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-99 42 KITS									[42]	3.9
FY-00 84 KITS									[84]	7.4
FY-01 84 KITS	[84]	7.4							[84]	7.4
FY-02 27 KITS			[27]	2.2					[27]	2.2
TOTAL INSTALL	84	7.4	27	2.2					237	20.9
TOTAL COST (BP-1100)		7.4		2.2					237	104.8

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04			
Quarters	1	2	3	4	1	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	21	21	21	21	21	21	21	21	21	14	13		
Output															21	21	21	21	21	21	21	21	21	21	14	13		

FY 2000 PBR

Modification Title and No: BLOCK 30 ENHANCED FIRE CONTROL COMPUTER UPGRADE MN-610330 CLC: F-16 Class P

Models of Aircraft Affected: BLOCK 25/30/32 Center: ASC PE 0207133F Team POWER

Description/Justification

Increases throughput and memory and removes obsolete parts. Includes modification of War Readiness Kits (120).

Aircraft Breakdown: Active 214, Reserve 72, ANG 344

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					270	4.5	248	4.7	232	4.4		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS						0.6						
DATA						0.6						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-99 270 KITS					[140]		[130]					
FY-00 248 KITS							[170]		[78]			
FY-01 232 KITS									[222]		[10]	
TOTAL INSTALL					140		300		300		10	
TOTAL COST (BP-1100)					270	5.7	248	4.7	232	4.4		

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

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

Fact Sheet: F-16 MN-610330 BLOCK 30 ENHANCED FIRE CONTROL COMPUTER UPGRADE (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									750	13.6
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.6
DATA										0.6
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-99 270 KITS									[270]	
FY-00 248 KITS									[248]	
FY-01 232 KITS									[232]	
TOTAL INSTALL									750	
TOTAL COST (BP-1100)									750	14.8

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input			70	70	75	75	75	75	75	75	75	75	10			
Output			70	70	75	75	75	75	75	75	75	75	10			

FY 2000 PBR
Modification Title and No: BLOCK 50 JOINT HELMET MOUNTED CUEING SYS - CCIP MN-650050 CLC: F-16 Class P

Models of Aircraft Affected: BLOCK 50 Center: ASC PE 0207133F Team POWER

Description/Justification

Adds the Joint Helmet Mounted Cueing System (JHMCS) on Block 40/42 F-16 C/D. The JHMCS incorporates, a man-mounted, ejection compatible helmet mounted display system, with capability to cue and verify cueing of high off-axis sensors and weapons. The HMCS 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 HMCS functions with other onboard systems.

Aircraft Breakdown: Active 216, Reserve 0, ANG 20

Development Status

EMD Program underway. Two engineering proof and two test aircraft will be modified during EMD. Scheduled completion is September 01.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				0.8		4.5		5.1				
PROCUREMENT (3010)												
INSTALL KITS									56	2.1	80	3.1
KITS NONRECUR										2.5		
EQUIPMENT									[56]	5.8	[80]	8.5
EQUIP NONREC												
CHANGE ORDERS										2.3		1.7
DATA										2.4		
SIM/TRAINER												
SUPPORT-EQUIP										1.2		1.4
INSTALLATION OF HARDWARE												
FY-01 56 KITS											[20]	0.7
FY-02 80 KITS												
FY-03 52 KITS												
FY-04 48 KITS												
TOTAL INSTALL											20	0.7
TOTAL COST (BP-1100)									56	16.3	80	15.4

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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

Fact Sheet: F-16 MN-650050 BLOCK 50 JOINT HELMET MOUNTED CUEING SYS - CCIP (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										10.4
PROCUREMENT (3010)										
INSTALL KITS	52	2.0	48	1.9					236	9.2
KITS NONRECUR										2.5
EQUIPMENT	[52]	5.8	[48]	5.5					[236]	25.5
EQUIP NONREC										
CHANGE ORDERS		1.7		1.0						6.7
DATA										2.4
SIM/TRAINER										
SUPPORT-EQUIP		1.2		0.2						4.1
INSTALLATION OF HARDWARE										
FY-01 56 KITS	[36]	1.3							[56]	2.0
FY-02 80 KITS	[48]	1.7	[32]	1.2					[80]	2.9
FY-03 52 KITS			[52]	1.9					[52]	1.9
FY-04 48 KITS					[48]	1.7			[48]	1.7
TOTAL INSTALL	84	3.0	84	3.1	48	1.7			236	8.5
TOTAL COST (BP-1100)	52	13.7	48	11.7		1.7			236	58.9

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04			
Quarters	1	2	3	4	1	2	3	4	1	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		18	21	21	21	21	21	21	21	21
Output																							2	18	21	21	21	21	21	21	21	21

	FY-05			
Quarters	1	2	3	4
Input	21	21	6	
Output	21	21	6	

FY 2000 PBR

Modification Title and No: BLOCK 50 LINK 16 - CCIP MN-661650

CLC: F-16 Class P

Models of Aircraft Affected: BLOCK 50

Center: ASC

PE 0207133F Team POWER

Description/Justification

This modification adds a Link 16 capable data link. Link 16 provides a jam-resistent, secure digital data transfer network capability with a standardized waveform and data format allowing intraflight (within a formation) and interflight (external to a formation) communications, primarily among aircraft. Link 16 will increase mission effectiveness by providing positive position awareness of all aircraft on a network, fusing of offboard and onboard sensor data and realtime sharing of target , threat, and intel updates. MN 602140, Block 40 Modified Modular Mission Computer; MN 610240, Block 40 Color Display; MN 661640, Block 40 Link 16; MN 602150, Block 50 Modified Modular Mission Computer; MN 610250, Block 50 Color Display; and MN 661650, Block 50 Link 16 use the same engineering baseline. Changes to any of these mods will likely affect others. PBD 290C (Dec 98) removed $8.2M procurement funds in FY01. Disconnect will be addressed in FY02 POM. Program restructure currently under evaluation by SPO to meet revised funding profile.

Aircraft Breakdown: Active 216, Reserve 0, ANG 20

Development Status

EMD program underway. Two engineering proof A/C and one test A/C will be modified during the EMD program. Scheduled completion is September 01. P3A component costs based on GFE for Group B systems.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				5.6		14.6		9.2				
PROCUREMENT (3010)												
INSTALL KITS									66	4.1	85	5.4
KITS NONRECUR										1.4		
EQUIPMENT									[66]	26.9	[85]	34.9
EQUIP NONREC												
CHANGE ORDERS										1.0		1.7
DATA												
SIM/TRAINER												
SUPPORT-EQUIP										3.9		2.8
INSTALLATION OF HARDWARE												
FY-01 66 KITS											[20]	0.7
FY-02 85 KITS												
FY-03 85 KITS												
TOTAL INSTALL											20	0.7
TOTAL COST (BP-1100)									66	37.3	85	45.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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

Fact Sheet: F-16 MN-661650 BLOCK 50 LINK 16 - CCIP

(Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										29.4
PROCUREMENT (3010)										
INSTALL KITS	85	5.4							236	14.9
KITS NONRECUR										1.4
EQUIPMENT	[85]	35.7							[236]	97.5
EQUIP NONREC										
CHANGE ORDERS		4.2		3.9		2.3				13.1
DATA										
SIM/TRAINER										
SUPPORT-EQUIP		2.8								9.4
INSTALLATION OF HARDWARE										
FY-01 66 KITS	[46]	1.7							[66]	2.4
FY-02 85 KITS	[38]	1.4	[47]	2.4					[85]	3.8
FY-03 85 KITS			[37]	1.9	[48]	2.4			[85]	4.3
TOTAL INSTALL	84	3.1	84	4.2	48	2.4			236	10.4
TOTAL COST (BP-1100)	85	51.2		8.1		4.7			236	146.8

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05		
Quarters	1	2	3	4	1	2	3	4	1	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		18	21	21	21	21	21	21	21	21	21	21	6	
Output																			2	18	21	21	21	21	21	21	21	21	21	21	6	

FY 2000 PBR

Modification Title and No: LOW COST SAFETY MODIFICATIONS MN-99999A

CLC: F-16 Class P-S

Models of Aircraft Affected: F-16 A/B

Center: ASC

PE 0207133F Team POWER

Description/Justification

These are low cost (under $900k each) modifications necessary to improve safety. FY98 program includes 70K for CSFDR.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC		2.0		0.1		0.1		1.9		0.1		
TOTAL COST (BP-1100)				0.1		0.1		1.9		0.1		0.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Fact Sheet: F-16 MN-99999A LOW COST SAFETY MODIFICATIONS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MISC										4.1
TOTAL COST (BP-1100)		0.0								4.1

(Totals may not add due to rounding)

Milestones

	FY-93
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

Installation Schedule

	FY-93			
Quarters	1	2	3	4
Input				
Output				

FY 2000 PBR
Modification Title and No: LOW COST ENGINE SAFETY MODIFICATIONS MN-99999Y

CLC: F-16 Class P-S
PE 0207133F Team POWER

Models of Aircraft Affected: F-16 C/D

Center: ASC

Description/Justification
These are low cost (under $900K each) engine safety modifications necessary to improve reliability, maintainability, safety, and mission performance of engines.

FY97 mods include: Aft Sump Oil Tube Bracket ($11K), F110-100 No. 1 Bearing Lube Jet ($152K)

FY98 mods include: F110-100 No. 1 Bearing Lube Jet ($50K)

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status
N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	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												
FLT LINE LOADER		2.5		0.1		0.3		1.9		1.8		0.1
TOTAL COST (BP-1100)		2.5		0.1		0.3		1.9		1.8		0.1

(Totals may not add due to rounding)

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

Fact Sheet: F-16 MN-99999Y LOW COST ENGINE SAFETY MODIFICATIONS

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
FLT LINE LOADER		0.7								7.2
TOTAL COST (BP-1100)		0.7								7.2

(Totals may not add due to rounding)

Milestones

	FY-93
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR

Modification Title and No: ANG/AFRES TARGETING PODS (PATS) MN-F16PTS

CLC: F-16 Class P

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

Center: ASC

PE 0207133F Team POWER

Description/Justification

This project is to provide precision weapon delivery capability to the ANG/AFRES. The initial procurement contract was awarded Aug 98 and is being managed by ASC/FBL. GREA funding was provided for FY98. This FY99 budget continues procurement of Precision Attack Targeting System (PATS) pods for use on the Pre-Block 40 ANG/AFRES aircraft. Future GREA funding is planned to continue procurement through FY 02 to support this project. Mod number changed from _W01TF to F16PTS.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

No development required. This is procurement of NDI pods.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					8	19.3						
EQUIP NONREC						0.2						
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						3.5						
TOTAL COST (BP-1100)					8	23.0						

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 15 Months

Follow-On Lead Time: 0 Months

Fact Sheet: F-16 MN-F16PTS ANG/AFRES TARGETING PODS (PATS)

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC									8	19.3
CHANGE ORDERS										0.2
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										3.5
TOTAL COST (BP-1100)									8	23.0

(Totals may not add due to rounding)

Milestones

	FY-99	FY-00
Contract Date (Month/CY)	12/98	
Delivery Date (Month/CY)	03/00	

FY 2000 PBR

Modification Title and No: F110-GE-100/129 #4 BEARING MN-F18001

CLC: F-16 Class P

Models of Aircraft Affected: F-16

Center: ASC

PE 0207133F Team POWER

Description/Justification

Improve the #4 Bearing failure detectability. Sump configuration results in centrifugal debris traps reducing flow to the detector. The F110 engine family has had 22 primary undetected #4 Bearing failures to date. Eleven were IFSD/seizures. Currently, the NRIFSD risk is assessed to be 2.5/MEFH. Implementation will reduce the NRIFSD risk and is considered a mandatory safety change.

Aircraft Breakdown: Active 493, Reserve 36, ANG 258

Development Status

Ongoing. Funded through the engine component improvement program (CIP).

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC							72	1.8	44	1.2	14	0.4
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 72 KITS							[36]	0.2	[36]	0.1		
FY-01 44 KITS									[22]	0.1	[22]	0.1
FY-02 14 KITS											[14]	0.0
TOTAL INSTALL							36	0.2	58	0.2	36	0.1
TOTAL COST (BP-1100)							72	2.0	44	1.4	14	0.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 2 Months

Follow-On Lead Time: 2 Months

Fact Sheet: F-16 MN-F18001 F110-GE-100/129 #4 BEARING

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC									130	3.4
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 72 KITS									[72]	0.3
FY-01 44 KITS									[44]	0.1
FY-02 14 KITS									[14]	
TOTAL INSTALL									130	0.5
TOTAL COST (BP-1100)									130	3.9

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							18	18	18	18	11	11	11	11	7	7
Output							18	18	18	18	11	11	11	11	7	7

FY 2000 PBR
Modification Title and No: -229 HPT OD FLOWPATH CIP TASK MN-F19401

CLC: F-16 Class P

Models of Aircraft Affected: BLOCK 52

Center: ASC

PE 0207133F Team POWER

Description/Justification

Reduces Step between first vane and first blade outer diameter platforms to eliminate potential for recirculation of hot air and unburned hydrocarbons. This mixture can ignite and cause melting of the first BOA.

Aircraft Breakdown: Active 36, Reserve 0, ANG 18

Development Status

Complete. Funded through the Engine Component Improvement Program (CIP).

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			3	0.1	9	0.4	24	0.9	14	0.6	11	0.5
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-98 3 KITS												
FY-99 9 KITS												
FY-00 24 KITS												
FY-01 14 KITS												
FY-02 11 KITS												
FY-03 18 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)			3	0.1	9	0.4	24	0.9	14	0.6	11	0.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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

Fact Sheet: F-16 MN-F19401 -229 HPT OD FLOWPATH CIP TASK (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	18	0.9							79	3.4
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-98 3 KITS										
FY-99 9 KITS										
FY-00 24 KITS										
FY-01 14 KITS										
FY-02 11 KITS										
FY-03 18 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)	18	0.9							79	3.4

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input						1	1	1	2	2	2	3	6	6	6	6	4	4	3	3	3	3	3	2	4	5	5	4
Output						1	1	1	2	2	2	3	6	6	6	6	4	4	3	3	3	3	3	2	4	5	5	4

FY 2000 PBR

Modification Title and No: F110 DEC HARDWARE RETROFIT MN-F19410

CLC: F-16 Class P

Models of Aircraft Affected: F-16C/D

Center: ASC

PE 0207133F Team POWER

Description/Justification

This retrofit improves the reliability and maintainability of the driver LRU on the F110 DEC and provides on-wing reprogramming capability for the Block 30/40/50. Currently, the DEC cannot be reprogrammed without removing it from an engine. On-wing reprogramming will provide significant O&S savings and allow implementation of operational capability improvements.
Block 50: Active -- 179. Only bought 475 kits because some were delivered with engines and were paid by engine cost.

Aircraft Breakdown: Active 493, Reserve 36, ANG 258

Development Status

Complete. Funded through the Engine Component Improvement Program (CIP).

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					156	0.6	182	2.3	120	1.5	17	0.3
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.5				0.4						
TOTAL COST (BP-1100)		0.5			156	0.9	182	2.3	120	1.5	17	0.3

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 6 Months

Fact Sheet: F-16 MN-F19410 F110 DEC HARDWARE RETROFIT (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									475	4.7
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.9
TOTAL COST (BP-1100)									475	5.6

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)	09/98		03/99	03/00	03/01	03/02
Delivery Date (Month/CY)	06/99		09/99	09/00	09/01	09/02

FY 2000 PBR

Modification Title and No: F110-GE-129 EMS IMPROVEMENTS MN-F19412

CLC: F-16 Class P

Models of Aircraft Affected: F-16C/D

Center: ASC

PE 0207133F Team POWER

Description/Justification

Produce a commercial parts based intrface transparent replacement for the existing EMSC with improved reliability and an ongoing obsolesence management program for the life of the weapon system. Forced retrofit implementation. New initiative as a result of PBD 753 plus up.

Aircraft Breakdown: Active 493, Reserve 36, ANG 258

Development Status

Development to complete Aug 99. Funded through the Engine Component Improvement Program (CIP).

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							102	2.4	70	1.7		
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)							102	2.4	70	1.7		

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

Fact Sheet: F-16 MN-F19412 F110-GE-129 EMS IMPROVEMENTS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									172	4.1
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									172	4.1

(Totals may not add due to rounding)

Milestones

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: EF-111				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$0.001	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	

This line item funds modifications to the EF-111 aircraft. The EF-111 is a twin engine, two seat, supersonic, long-range electronic warfare aircraft which denies, degrades, deceives and disrupts enemy early warning, ground controlled intercept, and acquisition radars. There are not any modifications budgeted in FY00.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO	0.0									0.0
TOTAL FOR CLASS P-S			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL FOR AIRCRAFT EF-111			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 31	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: T/AT-37				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$0.011	$0.090	$0.085	$0.085	$0.085	$0.083	$0.086	$0.087

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 FY00 is to enhance flight safety while improving reliability and maintainability. The specific modification budgeted and programmed is below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.7
TOTAL FOR CLASS P-S			0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.7
P	99999X	LOW COST MODIFICATI							0.0	0.0		0.8
	Z88888	REPROGRAMMINGS		0.0								0.0
TOTAL FOR CLASS P			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
TOTAL FOR AIRCRAFT A/T-37			0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	1.5

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 32	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-5				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$84.719	$82.400	$70.037	$180.560	$237.593	$235.937	$260.330	$455.586

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 modification budgeted in FY00 is the TF-39 High Pressure Turbine (HPT). Other modifications enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	14220B	MLG/DOOR ACTUATING	0.8									78.6
	15203B	MADARS REPLACEMEN	2.9									222.2
	3150	NAVSTAR GLOBAL POSI	8.1	8.1	5.3							90.9
	3455	AIRLIFT DEFENSIVE SYS	5.0	6.4	3.1	0.4						30.7
	6032	COMPARTMENT FLOOR	1.2	0.4	0.3							5.4
	6035	D-SUMP LUBE LINE MOD	1.5									1.5
	6036	SMART ENGINE DIAGNO			1.1	4.3						5.4
	6037	TF39 ENGINE HIGH PRE	40.2	39.7	37.6	45.8	24.9					207.7
	6038	AVIONICS MODERNIZATI		9.7	22.6	129.9	195.3	217.3	163.1	2.4		740.3
	6103	HYDRAULIC SURGE CO		2.3								2.3
	6150	DIGITAL ELECTRONIC E	1.4									5.3
	6151	REPLACE FUEL FLOW T		7.0								7.0
	6152	ANTI-SKID RELIABILITY	8.8									8.8
	6154	C-5 MODERNIZATION					17.3	18.5	97.1	453.1	4,700.8	5,286.8
	96001	STATION KEEPING EQUI	1.4									11.4
	96004	8.33 RADIO	13.3	1.9								15.2
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		3.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 33	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-5				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$84.719	$82.400	$70.037	$180.560	$237.593	$235.937	$260.330	$455.586

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 modification budgeted in FY00 is the TF-39 High Pressure Turbine (HPT). Other modifications enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	Z88888	REPROGRAMMINGS		6.9								6.9
TOTAL FOR CLASS P			84.7	82.4	70.0	180.6	237.6	235.9	260.3	455.6	4,700.8	6,729.5
TOTAL FOR AIRCRAFT C-5			84.7	82.4	70.0	180.6	237.6	235.9	260.3	455.6	4,700.8	6,729.5

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 33	PAGE NO. 2	

FY 2000 PBR
Modification Title and No: MADARS REPLACEMENT MN-15203B

CLC: C-5 Class P

Models of Aircraft Affected: C-5A

Center: SA-ALC

PE 0401119F Team MOBIL

Description/Justification

Installations Complete. Replaces malfunction detection, analysis and recording system (MADARS) with state of the art digital electronics. Allows consolidation of many functions reducing number of total boxes. Present MADARS is unreliable and costly to maintain. FY89 install is prototype.

Aircraft Breakdown: Active 32, Reserve 32, ANG 12

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	76	68.5										
KITS NONRECUR		0.0										
EQUIPMENT	[76]	61.3										
EQUIP NONREC		10.6										
CHANGE ORDERS												
DATA		4.3		2.9								
SIM/TRAINER												
SUPPORT-EQUIP		25.0										
KIT REPLENISHMENT		8.6										
MOD OF SPARES		0.3										
SOFTWARE		0.9										
OGC												
INSTALLATION OF HARDWARE												
FY-88 1 KITS	[1]											
FY-89 30 KITS	[30]	7.5										
FY-90 21 KITS	[21]	12.0										
FY-91 15 KITS	[15]	13.0										
FY-92 9 KITS	[9]	7.3										
TOTAL INSTALL	76	39.9										
TOTAL COST (BP-1100)	76	219.3		2.9								

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 6 Months

Fact Sheet: C-5 MN-15203B MADARS REPLACEMENT

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									76	68.5
KITS NONRECUR										
EQUIPMENT									[76]	61.3
EQUIP NONREC										10.6
CHANGE ORDERS										
DATA										7.2
SIM/TRAINER										
SUPPORT-EQUIP										25.0
KIT REPLENISHMENT										8.6
MOD OF SPARES										0.3
SOFTWARE										0.9
OGC										
INSTALLATION OF HARDWARE										
FY-88 1 KITS									[1]	
FY-89 30 KITS									[30]	7.5
FY-90 21 KITS									[21]	12.0
FY-91 15 KITS									[15]	13.0
FY-92 9 KITS									[9]	7.3
TOTAL INSTALL									76	39.9
TOTAL COST (BP-1100)									76	222.2

(Totals may not add due to rounding)

Milestones

	FY-88	FY-89	FY-90	FY-91	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98
Contract Date (Month/CY)	12/87	12/88	09/90	06/91	03/92						
Delivery Date (Month/CY)	12/88	12/89	03/91	12/91	09/92						

Installation Schedule

	FY-88				FY-89				FY-90				FY-91				FY-92				FY-93				FY-94				FY-95			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1								1					1	3	2	3	4		2	2	5	3	3	5	6	4	1
Output						1								1					1	3	2	3	4		2	2	5	3	3	5	6	4	

	FY-96				FY-97				FY-98			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input	3	3	6	4	2	6	2	4				
Output	1	3	3	6	4	2	6	2	3		1	

FY 2000 PBR

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

CLC: C-5 Class P

Models of Aircraft Affected: C-5 A/B

Center: SA-ALC

PE 0401119F Team MOBIL

Description/Justification

This NAV/Safety modification satisfies the requirement for GPS. This program is the baseline for the AMP and 8.33 radio. Modification installs a Rckwell FMS-800 system, Buss System Interface Units, Antenna, electronic units, data loader / cartridge and a mission planning system (AFMSS). FY96 install is the prototype.

Aircraft Breakdown: Active 82, Reserve 32, ANG 12

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS	126	6.2										
KITS NONRECUR		3.5										
EQUIPMENT	[126]	28.2										
EQUIP NONREC		0.9										
CHANGE ORDERS		4.6										
DATA						0.6		5.2				
SIM/TRAINER	[20]	18.0	[2]	1.5								
SUPPORT-EQUIP						1.4						
SOFTWARE		6.5		3.3								
FLIGHT TEST		0.8		1.0								
KIT REPLENISHMENT		0.5										
OGC				0.1								
INSTALLATION OF HARDWARE												
FY-94 1 KITS	[1]											
FY-95 37 KITS			[26]	2.2	[11]	0.7						
FY-96 88 KITS					[86]	5.4	[2]	0.1				
TOTAL INSTALL	1		26	2.2	97	6.1	2	0.1				
TOTAL COST (BP-1100)	126	69.4		8.1		8.1		5.3				

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 32 Months

Follow-On Lead Time: 18 Months

Fact Sheet: C-5 MN-3150 NAVSTAR GLOBAL POSITIONING SYSTEM (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									126	6.2
KITS NONRECUR										3.5
EQUIPMENT									[126]	28.2
EQUIP NONREC										0.9
CHANGE ORDERS										4.6
DATA										5.8
SIM/TRAINER									[22]	19.5
SUPPORT-EQUIP										1.4
SOFTWARE										9.9
FLIGHT TEST										1.8
KIT REPLENISHMENT										0.5
OGC										0.1
INSTALLATION OF HARDWARE										
FY-94 1 KITS									[1]	
FY-95 37 KITS									[37]	2.9
FY-96 88 KITS									[88]	5.5
TOTAL INSTALL									126	8.4
TOTAL COST (BP-1100)									126	90.9

(Totals may not add due to rounding)

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)	12/93	06/96	09/96				
Delivery Date (Month/CY)	09/96	12/97	03/98				

Installation Schedule

	FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00		
Quarters	1	2	3	4	1	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	11	11	24	24	25	24	2			
Output													1					4	11	11	24	24	25	24	2			

FY 2000 PBR

Modification Title and No: AIRLIFT DEFENSIVE SYSTEMS MN-3455 | CLC: C-5 | Class P

Models of Aircraft Affected: C-5 | Center: SA-ALC | PE 0401119F | Team MOBIL

Description/Justification

The electronic warfare defensive systems will consist of a missile warning receiver, and a flare and chaff dispenser. FY93 was continuation of Snowstorm program (ARE/ALE-40) and also served as start of this mod. The 4 retrofit kits in FY95 are to refit these and the first 2 Snowstorm aircraft with ARE/ALE -47. The ARE/ALE-47 are the 2 major group'B' components. These are managed by another program office currently WR-ALC, previously split between them and HQASC. Our procurement (funding) of these group 'B' components is dictated by their program office aqusition schedule, which drove our FY94 and FY96 group 'B' procurement. Initial leadtime based on FY95 group 'A' sole source to Lockheed Martin to meet users schedule. Follow-on leadtime based on group 'A' competative contract with Boeing as both kitter and installer. Group 'A' is used to determin the contract / delivery dates. In 3rd qtr FY98 AMC requested acceleration of balance of program.

Aircraft Breakdown: Active 49, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	8	3.5	21	1.5	20	1.2						
KITS NONRECUR		1.4										
EQUIPMENT	[19]	3.0	[10]	1.1	[20]	2.3						
EQUIP NONREC												
CHANGE ORDERS		0.7		0.4								
DATA		0.2						0.8				
SIM/TRAINER	[11]	1.1										
SUPPORT-EQUIP		1.0		0.7								
FLIGHT TEST		0.1										
RETROFIT	[4]	1.9										
SOFTWARE		0.0		0.4		1.3		1.0				
OGC												
INSTALLATION OF HARDWARE												
FY-93 2 KITS	[2]	2.6										
FY-95 6 KITS	[1]	0.2	[5]	0.6								
FY-98 21 KITS			[2]	0.2	[17]	1.7	[2]	0.2				
FY-99 20 KITS							[15]	1.1	[5]	0.4		
TOTAL INSTALL	3	2.8	7	0.8	17	1.7	17	1.3	5	0.4		
TOTAL COST (BP-1100)	8	15.9	21	5.0	20	6.4		3.1		0.4		

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 42 Months | Follow-On Lead Time: 6 Months

Fact Sheet: C-5 MN-3455 AIRLIFT DEFENSIVE SYSTEMS

(Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									49	6.2
KITS NONRECUR										1.4
EQUIPMENT									[49]	6.4
EQUIP NONREC										1.1
CHANGE ORDERS										0.9
DATA									[11]	1.1
SIM/TRAINER										1.8
SUPPORT-EQUIP										0.1
FLIGHT TEST									[4]	1.9
RETROFIT										2.7
SOFTWARE										
OGC										
INSTALLATION OF HARDWARE										
FY-93 2 KITS									[2]	2.6
FY-95 6 KITS									[6]	0.8
FY-98 21 KITS									[21]	2.0
FY-99 20 KITS									[20]	1.6
TOTAL INSTALL									49	7.0
TOTAL COST (BP-1100)									49	30.7

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input			2																1			2	3	2	4	4	5	4	4	4	5	4
Output			2																1			2	3	2	4	4	5	4	4	4	5	4

	FY-01			
Quarters	1	2	3	4
Input	5			
Output	5			

FY 2000 PBR
Modification Title and No: SMART ENGINE DIAGNOSTICS MN-6036

CLC: C-5 Class P

Models of Aircraft Affected: C-5A/B

Center: SA-ALC

PE 0401119F Team MOBIL

Description/Justification

This modification provides 'smart engine diagnostics' capablity to give more accurate and precise data for maintenance which will reduce aircraft and engine downtime. The current malfunction, detection, analysis, and recording system (MADARS) monitoring and diagnostics system uses outdated technology which results in increased maintenance manhours and aircraft downtime.

Aircraft Breakdown: Active 82, Reserve 32, ANG 12

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							16	0.6	109	4.3		
EQUIP NONREC							1	0.5				
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)							17	1.1	109	4.3		

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

Fact Sheet: C-5 MN-6036 SMART ENGINE DIAGNOSTICS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									125	4.9
EQUIP NONREC									1	0.5
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									126	5.4

(Totals may not add due to rounding)

Milestones

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

FY 2000 PBR

Modification Title and No: TF39 ENGINE HIGH PRESSURE TURBINE MN-6037

CLC: C-5 Class P

Models of Aircraft Affected: C-5A/B

Center: SA-ALC

PE 0401119F Team MOBIL

Description/Justification

This modification redesigns and installs a newer turbine in the TF-39 high pressure turbine (HPT). The current HPT does not provide the required thrust capability for hot day take-offs. Existing state-of-the-art technology will reduce engine overhaul costs by fifty percent and permit max thrust take-offs when the temperature is greater than 71 degrees fahrenheit. Reduces cost per flying hour by approximately $700 and provides payback within 2 years of program completion. This modification consists of 665 kits. No install funds required as mod is installed during engine overhaul.

Aircraft Breakdown: Active 432, Reserve 166, ANG 67

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	60	15.4	159	40.2	150	35.0	146	33.7	150	36.4		
KITS NONRECUR		4.1										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.1										
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
OGC						4.7		3.9	[40]	9.3	[85]	24.9
AWATING BTR												
INSTALLATION OF HARDWARE												
FY-97 60 KITS												
FY-98 159 KITS												
FY-99 150 KITS												
FY-00 146 KITS												
FY-01 150 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)	60	19.5	159	40.2	150	39.7	146	37.6	150	45.8		24.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Fact Sheet: C-5 MN-6037 TF39 ENGINE HIGH PRESSURE TURBINE (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									665	160.7
KITS NONRECUR										4.1
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.1
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
OGC									[125]	42.8
AWATING BTR										
INSTALLATION OF HARDWARE										
FY-97 60 KITS										
FY-98 159 KITS										
FY-99 150 KITS										
FY-00 146 KITS										
FY-01 150 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)									665	207.7

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)	06/97	12/97	12/98	12/99	12/00	12/01
Delivery Date (Month/CY)	12/97	06/98	06/99	06/00	06/01	06/02

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input						45	39	39	39	39	39	39	39	33	35	35	35	34	39	39	39	39	19	
Output						45	39	39	39	39	39	39	39	33	35	35	35	34	39	39	39	39	19	

FY 2000 PBR

Modification Title and No: AVIONICS MODERNIZATION PROGRAM MN-6038 CLC: C-5 Class P

Models of Aircraft Affected: C-5A/B/C Center: SA-ALC PE 0401119F Team MOBIL

Description/Justification

This GATM/NAV Safety modification combines two major efforts for C-5 Avionics Modernization Program (AMP). It redesigns the avionics components to replace low reliability line replacement units (LRU), which will be unsupportable by the year 2000, in the autopilot/flight augmentation systems and the flight and engine instrument suite. Risk to both program and funding is being mitigated by use of a single (competative) source for integration development, kits, installation and option for follow-on support. In addition, installation of new communication, navigation and surveillance equipment to improve air traffic management under Global Air Traffic Management (GATM) taking advantage of optimum air routes. Program also installs safety equipment: Traffic Alert and Collision Avoidance System (TCAS) and Terrain Awareness and Warning System (TAWS). TCAS scheduled completion date FY02. Non GATM compliant aircraft will be unable to fly in European airspace.

Aircraft Breakdown: Active 82, Reserve 32, ANG 12

Development Status

RDT&E supports system engineering, COTS identification and interfacing hardware design, software design, and data design. Development also includes a flight tested prototype (buy FY99 install FY00) and a kitproof (buy FY99 install FY00). Overlap with 3010 is predicated upon need to procure and TCAS kits while avionics development still in process.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		0.5		3.1	[2]	33.6		44.2		30.1		7.3
PROCUREMENT (3010)												
INSTALL KITS									23	15.8	24	16.8
KITS NONRECUR												
EQUIPMENT									[23]	63.9	[24]	68.3
EQUIP NONREC												
CHANGE ORDERS										2.4		20.2
DATA												4.7
SIM/TRAINER									[7]	30.0	[4]	23.6
SUPPORT-EQUIP												43.5
TCAS					[24]	9.7	[64]	20.8	[36]	13.1		
INSTALLATION OF H							[24]	1.8	[64]	4.7	[36]	2.8
INSTALLATION OF HARDWARE												
FY-01 23 KITS											[23]	15.2
FY-02 24 KITS												
FY-03 50 KITS												
FY-04 27 KITS												
TOTAL INSTALL											23	15.2
TOTAL COST (BP-1100)						9.7		22.6	23	129.9	24	195.3

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

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

Fact Sheet: C-5 MN-6038 AVIONICS MODERNIZATION PROGRAM (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[2]	118.7
PROCUREMENT (3010)										
INSTALL KITS	50	36.0	27	19.8					124	88.4
KITS NONRECUR										
EQUIPMENT	[50]	146.2	[27]	80.5					[124]	358.9
EQUIP NONREC										
CHANGE ORDERS		13.0								35.6
DATA		5.7		3.0						13.4
SIM/TRAINER		0.3							[11]	53.9
SUPPORT-EQUIP				9.1						52.6
TCAS									[124]	43.6
INSTALLATION OF H									[124]	9.3
INSTALLATION OF HARDWARE										
FY-01 23 KITS									[23]	15.2
FY-02 24 KITS	[24]	16.2							[24]	16.2
FY-03 50 KITS			[50]	34.3					[50]	34.3
FY-04 27 KITS			[24]	16.4	[3]	2.4			[27]	18.8
TOTAL INSTALL	24	16.2	74	50.7	3	2.4			124	84.5
TOTAL COST (BP-1100)	50	217.3	27	163.1		2.4			124	740.3

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input															2						6	6	6	5	6	6	6	6	19	19	19	17
Output																2						6	6	6	5	6	6	6	6	19	19	19

	FY-05			
Quarters	1	2	3	4
Input	3			
Output	17	3		

FY 2000 PBR

Modification Title and No: HYDRAULIC SURGE CONTROL -EASY OPEN VALVE MN-6103

CLC: C-5 Class P

Models of Aircraft Affected: C-5A/B

Center: SA-ALC

PE 0401119F Team MOBIL

Description/Justification

This modification installs hydraulic selector valves that are designed to open at a slightly lower rate to prevent surges and pressure spikes in the hydraulic system. Modified valves are to replace current ones associated with the selector valve on the landing gear, cargo doors and ramps.

Aircraft Breakdown: Active 82, Reserve 32, ANG 12

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					126	2.3						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)					126	2.3						

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

Fact Sheet: C-5 MN-6103 HYDRAULIC SURGE CONTROL -EASY OPEN VALVE (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									126	2.3
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									126	2.3

(Totals may not add due to rounding)

Milestones

	FY-97
Contract Date (Month/CY)	03/99
Delivery Date (Month/CY)	03/00

FY 2000 PBR

Modification Title and No: REPLACE FUEL FLOW TRANSMITTER & INDICATOR MN-6151

CLC: C-5 Class P

Models of Aircraft Affected: C-5A/B/C

Center: SA-ALC

PE 0401119F Team MOBIL

Description/Justification

This modification replaces fuel flow transmitters and fuel flow indicators. In 1995, the transmitter failed 338 times and the indicator failed 278 times. Repairing these failures and replacing condemned units is costly in terms of dollars, manpower and reduced mission capability. Replacing these units with more reliable, state of the art units will result in reduced aircraft delays and increased aircraft availability. Quantity per aircraft is 4 transmitters and 2 indicators.

Aircraft Breakdown: Active 82, Reserve 32, ANG 12

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					126	4.9						
KITS NONRECUR						0.1						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.5						
SIM/TRAINER					[11]	0.7						
SUPPORT-EQUIP												
MOD OF SPARES					[151]	0.8						
OGC												
TOTAL COST (BP-1100)					126	7.0						

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

Fact Sheet: C-5 MN-6151 REPLACE FUEL FLOW TRANSMITTER & INDICATOR (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									126	4.9
KITS NONRECUR										0.1
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.5
SIM/TRAINER									[11]	0.7
SUPPORT-EQUIP										
MOD OF SPARES									[151]	0.8
OGC										
TOTAL COST (BP-1100)									126	7.0

(Totals may not add due to rounding)

Milestones

	FY-98
Contract Date (Month/CY)	03/99
Delivery Date (Month/CY)	03/00

FY 2000 PBR

Modification Title and No: ANTI-SKID RELIABILITY UPGRADE PROGRAM MN-6152

CLC: C-5 Class P

Models of Aircraft Affected: C-5A/B

Center: SA-ALC

PE 0401119F Team MOBIL

Description/Justification

This modification improves the anti-skid system by replacing the older failure prone and maintenance man-hour intensive system. The new system will increase MTBM by 200% and will reduce mean time to repair by 50%. The mod eliminates the need for and removes the tire deflation system.

Aircraft Breakdown: Active 82, Reserve 32, ANG 12

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			126	8.5								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.2								
SIM/TRAINER			[2]	0.1								
SUPPORT-EQUIP												
OGC												
TOTAL COST (BP-1100)			126	8.8								

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

Fact Sheet: C-5 MN-6152 ANTI-SKID RELIABILITY UPGRADE PROGRAM (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									126	8.5
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.2
SIM/TRAINER									[2]	0.1
SUPPORT-EQUIP										
OGC										
TOTAL COST (BP-1100)									126	8.8

(Totals may not add due to rounding)

Milestones

	FY-98
Contract Date (Month/CY)	09/98
Delivery Date (Month/CY)	09/99

FY 2000 PBR
Modification Title and No: 8.33 RADIO MN-96004

CLC: C-5 Class P

Models of Aircraft Affected: C-5

Center: SA-ALC

PE 0401119F Team MOBIL

Description/Justification

The C-5 fleet requires a multi-mode VHF radio incorporating 8.33 KHz channel spacing to meet European airspace requirements above FL195. In addition, this modification installs UHF secure voice, Have Quick, and UHF SATCOM radios. This is a Global Air Traffic Management (GATM) modification.

Aircraft Breakdown: Active 82, Reserve 32, ANG 12

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			126	10.8								
EQUIP NONREC				1.6								
CHANGE ORDERS				0.5								
DATA						0.5						
SIM/TRAINER			[11]	0.5								
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-98 126 KITS					[126]	1.4						
TOTAL INSTALL					126	1.4						
TOTAL COST (BP-1100)			126	13.3		1.9						

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 0 Months

Fact Sheet: C-5 MN-96004 8.33 RADIO

(Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									126	10.8
EQUIP NONREC										1.6
CHANGE ORDERS										0.5
DATA										0.5
SIM/TRAINER									[11]	0.5
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-98 126 KITS									[126]	1.4
TOTAL INSTALL									126	1.4
TOTAL COST (BP-1100)									126	15.2

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99
Contract Date (Month/CY)		09/98	
Delivery Date (Month/CY)		12/98	

Installation Schedule

	FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input									32	31	32	31
Output									32	31	32	31

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-9				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$15.631	$12.825	$11.863	$15.651	$7.560	$8.193	$1.069	$1.100

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. The primary modification budgeted in FY00 is the Reduced Vertical Separation Minima (RVSM). Other modifications budgeted enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	3009	REENGINE	5.2	2.5	3.7	2.6						14.0
	3149T	TRAFFIC ALERT & COLLI	5.1	3.3								11.7
	3150	NAVSTAR GLOBAL POSI	2.7									28.4
	6030	REDUCED VERTICAL SE		3.8	4.4	5.7						13.8
	9709	GLOBAL AIR TRAFFIC M				4.6	6.9	6.8				18.3
	99999S	SERVICE BULLETINS	1.2	0.6	0.7	0.9	0.7	0.8	1.0	1.0		19.6
	99999X	LOW COST MODIFICATI	1.5	0.1	0.1	0.1	0.0	0.6	0.1	0.1		4.3
	TAWS	TERRAIN AWARENESS		2.2	3.0	1.8						6.9
	Z88888	REPROGRAMMINGS		0.5								-0.8
TOTAL FOR CLASS P			15.6	12.8	11.9	15.7	7.6	8.2	1.1	1.1	0.0	116.1
TOTAL FOR AIRCRAFT C-9			15.6	12.8	11.9	15.7	7.6	8.2	1.1	1.1	0.0	116.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 34	PAGE NO. 1	

FY 2000 PBR
Modification Title and No: REENGINE MN-3009

CLC: C-9 Class P

Models of Aircraft Affected: C-9 ENGINES

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

This modification procures engine hush kits which comply with FAA/ICAO mandated stage 3 noise restrictions. Engine hush kits are the most economical method for C-9 noise reduction. This modification will install engine hush kits and upgrade engine performance on three C-9C aircraft and two C-9A aircraft, and four spare engines. An install kit consists of the components to modify one aircraft. An equipment kit consists of the components to modify the associated (two) aircraft engines. A spare kit consists of the components to modify one spare aircraft engine. The$1.1M shown in Equipment Nonrecurring modified the thrust reversers and nose cowling for the two A model aircraft. The cost to publish data is $7.50 in FY00. The cost increases for installation and kits are reflected.

Aircraft Breakdown: Active 5, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			2	3.0	1	1.5	1	1.5	1	1.6		
KITS NONRECUR												
EQUIPMENT			[2]	1.4	[1]	0.7	[1]	0.7	[1]	0.7		
EQUIP NONREC				0.5								
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES			[1]	0.4			[3]	1.1				
INSTALLATION OF HARDWARE												
FY-98 2 KITS					[2]	0.3						
FY-99 1 KITS							[1]	0.2				
FY-00 1 KITS							[1]	0.2				
FY-01 1 KITS									[1]	0.3		
TOTAL INSTALL					2	0.3	2	0.3	1	0.3		
TOTAL COST (BP-1100)			2	5.2	1	2.5	1	3.7	1	2.6		

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 6 Months

Follow-On Lead Time: 3 Months

Fact Sheet: C-9 MN-3009 REENGINE

Projected Financial Plan (Continued)

(Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									5	7.5
KITS NONRECUR										
EQUIPMENT									[5]	3.6
EQUIP NONREC										0.5
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
INSTALLATION OF HARDWARE									[4]	1.5
FY-98 2 KITS									[2]	0.3
FY-99 1 KITS									[1]	0.2
FY-00 1 KITS									[1]	0.2
FY-01 1 KITS									[1]	0.3
TOTAL INSTALL									5	0.9
TOTAL COST (BP-1100)									5	14.0

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)		06/98	12/98	12/99	12/00
Delivery Date (Month/CY)		12/98	03/99	03/00	03/01

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1		1		1		1			1		
Output										1		1		1		1			1	

FY 2000 PBR

Modification Title and No: TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM MN-3149T

CLC: C-9 Class P

Models of Aircraft Affected: C-9A/C, AIREVAC AND DV AIRCRAFT

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

This Nav/Safety mod installs a TCAS modification with two directional antennas, top and bottom, in the forward area of the aircraft, and a processor in the avionics bay. The current IFF transponder will be replaced by a dual-mode transponder including the Mode S capability required for TCAS II operation. The processor will generate traffic alerts and resolution advisories that will be displayed on Integrated Vertical Speed Indicators (IVSIs) on the pilot and copilot flight instruments panel. The system includes a minor software mod the FMS to interface to the dual-mode transponder.

Aircraft Breakdown: Active 23, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS	9	0.3	14	0.9								
KITS NONRECUR		1.3		0.3								
EQUIPMENT	[9]	0.9	[14]	3.3								
EQUIP NONREC		0.2										
CHANGE ORDERS												
DATA		0.4		0.4								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-97 9 KITS	[1]	0.2	[2]	0.3	[6]	1.0						
FY-98 14 KITS					[14]	2.3						
TOTAL INSTALL	1	0.2	2	0.3	20	3.3						
TOTAL COST (BP-1100)	9	3.3	14	5.1		3.3						

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Fact Sheet: C-9 MN-3149T TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM

Projected Financial Plan (Continued) (Continued)

RDT&E (3600)	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
PROCUREMENT (3010)										
INSTALL KITS									23	1.3
KITS NONRECUR										1.5
EQUIPMENT									[23]	4.2
EQUIP NONREC										0.2
CHANGE ORDERS										
DATA										0.8
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-97 9 KITS									[9]	1.4
FY-98 14 KITS									[14]	2.3
TOTAL INSTALL									23	3.7
TOTAL COST (BP-1100)									23	11.7

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99
Contract Date (Month/CY)	12/96	12/97	
Delivery Date (Month/CY)	03/97	03/98	

Installation Schedule

	FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input							1	2	5	4	5	6
Output								1	5	6	5	6

FY 2000 PBR

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

CLC: C-9 Class P

Models of Aircraft Affected: C-9

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

The Global Positioning System (GPS) will incorporate two Rockwell Collins FMS-800 into the cockpit of the C-9 aircraft. The mod has provisions to install a single Litton LTN-92 into 19 C-9A. The 4 remaining aircraft (3 C-9Cs and 1 C-9A) are equipped with two LTN-92. Imbedded into the FMS-800 is the GPS, INU, TACAN, IFF, and DES controls, required to alleviate crowded cockpit conditions, IAW FAA intentions. The retrofit kit is due to previous contractor default prior to completion of installation of complete kit..

Aircraft Breakdown: Active 23, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	19	5.1										
KITS NONRECUR	3	6.0		1.1								
EQUIPMENT	[23]	7.1										
EQUIP NONREC	[3]	2.5										
CHANGE ORDERS												
DATA		1.4										
SIM/TRAINER												
SUPPORT-EQUIP		0.3										
OGC				0.1								
SOFTWARE												
RETROFIT KITS												
RETROFIT												
INSTALLATION												
INSTALLATION OF HARDWARE												
FY-94 4 KITS	[4]	0.8										
FY-95 7 KITS	[7]	1.4										
FY-96 7 KITS	[5]	1.0	[2]	0.4								
FY-97 4 KITS			[4]	0.9								
FY-98 0 KITS			[1]	0.2								
TOTAL INSTALL	16	3.2	7	1.5								
TOTAL COST (BP-1100)	22	25.7		2.7								

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 33 Months

Follow-On Lead Time: 24 Months

Fact Sheet: C-9 MN-3150 NAVSTAR GLOBAL POSITIONING SYSTEM

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									19	5.1
KITS NONRECUR									3	7.1
EQUIPMENT									[23]	7.1
EQUIP NONREC									[3]	2.5
CHANGE ORDERS										
DATA										1.4
SIM/TRAINER										
SUPPORT-EQUIP										0.3
OGC										0.1
SOFTWARE										
RETROFIT KITS										
RETROFIT										
INSTALLATION										
INSTALLATION OF HARDWARE										
FY-94 4 KITS									[4]	0.8
FY-95 7 KITS									[7]	1.4
FY-96 7 KITS									[7]	1.4
FY-97 4 KITS									[4]	0.9
FY-98 0 KITS									[1]	0.2
TOTAL INSTALL									23	4.7
TOTAL COST (BP-1100)									22	28.4

(Totals may not add due to rounding)

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)	09/94	06/96	12/95	12/96	03/98		
Delivery Date (Month/CY)	06/97	06/98	06/98	06/98	06/98		

Installation Schedule

	FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input															1			1	2	2	1	3	4	3	2	4		
Output																		1	1	1	2	2	2	4	4	3	3	

FY 2000 PBR

Modification Title and No: REDUCED VERTICAL SEPARATION MINIMA MN-6030

CLC: C-9 Class P

Models of Aircraft Affected: C-9A/C

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

This GATM modification upgrades aircraft equipment to comply with Reduced Vertical Separation Minimum Requirements (RVSM) in MNPS and future ICAO airspace. This modification will enable the C-9 to operate on oceanic routes and future MNPS specified airspace. Without this modification, the C-9 will be prevented from flying across the North Atlantic and Pacific routings, and future airspace over European & CONUS landmasses. The mod utilizes a COTS Central Data Air Computer (CADC).

Aircraft Breakdown: Active 23, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							9	1.3	9	1.3		
KITS NONRECUR												
EQUIPMENT					[5]	3.0	[9]	1.9	[9]	1.9		
EQUIP NONREC										0.6		
CHANGE ORDERS										0.5		
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.6		0.1				
INSTALLATION OF HARDWARE												
FY-99 0 KITS					[1]	0.1	[4]	0.5				
FY-00 9 KITS							[6]	0.7	[3]	0.4		
FY-01 9 KITS									[9]	1.1		
TOTAL INSTALL					1	0.1	10	1.2	12	1.4		
TOTAL COST (BP-1100)						3.8	9	4.4	9	5.7		

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Fact Sheet: C-9 MN-6030 REDUCED VERTICAL SEPARATION MINIMA

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS									18	2.5
KITS NONRECUR										
EQUIPMENT									[23]	6.8
EQUIP NONREC										
CHANGE ORDERS										0.6
DATA										0.5
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.8
INSTALLATION OF HARDWARE										
FY-99 0 KITS									[5]	0.6
FY-00 9 KITS									[9]	1.1
FY-01 9 KITS									[9]	1.1
TOTAL INSTALL									23	2.7
TOTAL COST (BP-1100)									18	13.8

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input			1		3	3	2	2	3	3	3	3				
Output				1		3	3	2	2	3	3	3	3			

FY 2000 PBR

Modification Title and No: GLOBAL AIR TRAFFIC MANAGEMENT (GATM) MN-9709

CLC: C-9 Class P

Models of Aircraft Affected: C-9A/C

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

This GATM modification will install equipment required for the Mid Term Global Air Traffic Management (GATM) System. The modification will update the mode 'S' to level 4 with DAP, install CNS capability RNP 4, ADS, RTA, CPDLC, VHF TDMA, PRNAV-RNP 1, upgrade the autopilot (VNAV) systems. Two prototypes are required (C-9C, FY01; C-9A, FY02).

Aircraft Breakdown: Active 7, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS									2	3.0	2	3.3
KITS NONRECUR										0.4		1.0
EQUIPMENT									[2]	0.6	[2]	0.8
EQUIP NONREC												0.9
CHANGE ORDERS												
DATA												0.4
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-01 2 KITS									[2]	0.6		
FY-02 2 KITS											[2]	0.6
FY-03 3 KITS												
TOTAL INSTALL									2	0.6	2	0.6
TOTAL COST (BP-1100)									2	4.6	2	6.9

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 6 Months

Follow-On Lead Time: 3 Months

Fact Sheet: C-9 MN-9709 GLOBAL AIR TRAFFIC MANAGEMENT (GATM)

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS	3	4.9							7	11.1
KITS NONRECUR										1.4
EQUIPMENT	[3]	1.1							[7]	2.5
EQUIP NONREC										0.9
CHANGE ORDERS		0.2								0.2
DATA										0.4
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-01 2 KITS									[2]	0.6
FY-02 2 KITS									[2]	0.6
FY-03 3 KITS	[3]	0.6							[3]	0.6
TOTAL INSTALL	3	0.6							7	1.8
TOTAL COST (BP-1100)	3	6.8							7	18.3

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-99				FY-00				FY-01				FY-02				FY-03				FY-04		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												2				2		1	1	1				
Output													2				2		1	1	1			

FY 2000 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S

CLC: C-9 Class P

Models of Aircraft Affected: C-9 A/C

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

C-9 is an FAA certified aircraft. Service bulletins affect safety, product improvement, maintenance and reliability and are necessary to comply with and maintain FAA certification & compliance. Increase in service bulletin money in out years due to aging aircraft/increased FAA requirements

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	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		1.1										
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN		11.7		1.2		0.6		0.7		0.9		0.7
TOTAL COST (BP-1100)		12.8		1.2		0.6		0.7		0.9		0.7

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Fact Sheet: C-9 MN-99999S SERVICE BULLETINS

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.1
SIM/TRAINER										
SUPPORT-EQUIP										
SERVICE BLTN		0.8		1.0		1.0				18.5
TOTAL COST (BP-1100)		0.8		1.0		1.0				19.6

(Totals may not add due to rounding)

Milestones

	FY-92
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

CLC: C-9 Class P

Models of Aircraft Affected: C-9A/C

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

This Nav/Safety mod installs the terrain Avoidance Warning System (TAWS) utilizing the Enhanced Ground Proximity Warning System (EGPWS), to provide ground warnings, terrain display, and terrain data base look ahead protection, integrating GPS data with a terrain database. FAA madate to complete TAWS by 2003. The prototype kit installation cost is included in the kit cost IAW contractor practices. This mod is baselined with mod # 6030, Reduced Vertical Navigation System (RVSM).

Aircraft Breakdown: Active 23, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					5	0.2	12	0.5	6	0.3		
KITS NONRECUR						0.8						
EQUIPMENT					[5]	0.5	[12]	1.2	[6]	0.8		
EQUIP NONREC						0.4						
CHANGE ORDERS												
DATA						0.3						
SIM/TRAINER												
SUPPORT-EQUIP								0.2				
OGC										0.1		
INSTALLATION OF HARDWARE												
FY-99 5 KITS							[5]	0.4				
FY-00 12 KITS							[9]	0.6	[3]	0.2		
FY-01 6 KITS									[6]	0.4		
TOTAL INSTALL							14	1.0	9	0.6		
TOTAL COST (BP-1100)					5	2.2	12	3.0	6	1.8		

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 9 Months

Follow-On Lead Time: 3 Months

Fact Sheet: C-9 MN-TAWS TERRAIN AWARENESS & WARNING SYS (TAWS) (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									23	1.0
KITS NONRECUR										0.8
EQUIPMENT									[23]	2.5
EQUIP NONREC										0.4
CHANGE ORDERS										
DATA										0.3
SIM/TRAINER										
SUPPORT-EQUIP										0.2
OGC										0.2
INSTALLATION OF HARDWARE										
FY-99 5 KITS									[5]	0.4
FY-00 12 KITS									[12]	0.8
FY-01 6 KITS									[6]	0.4
TOTAL INSTALL									23	1.6
TOTAL COST (BP-1100)									23	6.9

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input				3	3	2	4	5	4	2		
Output					2	5	2	4	5	2	2	1

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-17A				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$39.908	$55.147	$95.643	$107.590	$133.384	$135.273	$185.746	$253.843

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 overall goal of the modifications budgeted in FY00 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY00 are the Global Air Traffic Management and Combustion Exit Temperature Kit. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO								2.0	2.0	4.0
TOTAL FOR CLASS P-S			0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	4.0
P	6002	STATION KEEPING EQUI	2.1									7.9
	6005	TROOP DOOR AFT FAIRI	0.3		0.8	0.2						2.5
	6007	UTILITY LIGHT LOADMA	0.3									0.5
	6008	AEROMED LITTER STAN	5.6	3.9	9.3	10.6	11.6	5.9				46.9
	6015	CONTAINER DELIVERY	1.4	1.4								2.9
	6026	400 POUND PARATROO	4.2	2.4	1.3	0.7	0.7	3.6	4.2	0.7		18.7
	6042	SURE-COMM	0.0	0.3								2.3
	6053	MISSION COMPUTER	0.1	2.1								13.9
	6153	PRECISION LANDING SY	1.7									17.2
	6200	AIRCRAFT LIFETIME EXT					21.5	31.6				53.2
	6201	GPS INTEGRITY MONIT	0.6	8.2	13.1	5.3						27.3
	6202	OPERATIONAL FLEXIBILI								2.7	250.7	253.4
	6203	AIRDROP CAPABILITY E						0.3	17.5	24.9	11.4	54.1
	6205	MAINTAINABILITY IMPR							69.6	134.0	70.5	274.2

Totals may not add due to rounding.

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-17A				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$39.908	$55.147	$95.643	$107.590	$133.384	$135.273	$185.746	$253.843

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 overall goal of the modifications budgeted in FY00 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY00 are the Global Air Traffic Management and Combustion Exit Temperature Kit. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	6206	AVIONICS BLOCK UPGR								1.5	147.0	148.5
	6208	CARGO COMPARTMENT					0.1	4.2	40.9	65.8	45.0	155.9
	9702	8.33 KHZ VHF RADIO	18.4									25.3
	9703	DUAL ROW AIRDROP CA	0.1	0.4	1.0							1.5
	9704	COMMAND CONTROL M	0.9									0.9
	9705	ELECTRONIC FLIGHT C	0.8	8.0	11.9	2.3						22.9
	9706	SOFTWARE BLOCK UPD						1.0	5.6	1.0	6.6	14.2
	9707	RM&A MODS					0.1	3.7	7.8	9.7	26.6	47.9
	9709	GLOBAL AIR TRAFFIC M			25.6	38.4	12.8					76.8
	9709B	AUTOMATED DEPENDE							20.0	10.2	21.7	51.9
	9710	BLOCK 12 SOFTWARE				2.0	2.0					4.1
	9712	RM&A MODS (FY99)			0.1	1.2	3.3	1.0				5.6
	9713	RM&A MODS (FY00)				0.1	1.5	4.1	1.2			6.8
	9714	STATION KEEPING FOLL				0.1	2.0	4.7				6.8
	9715	HF DATA LINK (HFDL)				3.1	3.1					6.3
	9716	REQUIRED NAV PERFO				2.6	2.6					5.2
	9717	AIRCREW DATA TRANS			4.3							4.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 35	PAGE NO. 2	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-17A				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$39.908	$55.147	$95.643	$107.590	$133.384	$135.273	$185.746	$253.843

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 overall goal of the modifications budgeted in FY00 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY00 are the Global Air Traffic Management and Combustion Exit Temperature Kit. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	9718	AVIONICS & FLIGHT CO							0.1		97.5	97.6
	9719	MISSION SYSTEM IMPR								0.2	108.6	108.8
	9720	AIRCRAFT SYSTEMS IM							0.2		30.5	30.7
	9721	ALTERNATE EEC POWE			1.1	1.1	1.1	0.4				3.6
	9722	SLAT TRACK DOOR BRA			1.3	1.3						2.6
	9723	FIXED LEADING EDGE F			0.1	2.8	2.8	2.3				8.0
	9724	FIELD ISSUES				4.4	4.4					8.8
	9725	SOFTWARE BLOCK 10 U		0.4	3.9	0.7						5.0
	9726	COMBUSTION EXIT TEM		15.0	18.1	12.6	29.0	44.6	10.4			129.7
	9727	FUTURE OUT OF CYCLE					0.3	0.3	1.0	1.0		2.6
	9728	CABIN PRESSURIZATIO		1.8	3.5	5.0	1.6					11.9
	9729	UNSAT LOCATION ADS			0.1	5.3	7.7	2.5				15.8
	9730	INSUFFICIENT EMER EV			0.1	3.5	5.2	1.7				10.5
	9731	CIRCUIT PROTECT FLO			0.0	1.4	2.1	0.7				4.2
	9732	COCKPIT REAL ESTATE			0.0	0.4	0.7	0.3				1.4
	9733	HALO GAUGE			0.1	1.8	2.6	0.8				5.3
	99999X	LOW COST MODIFICATI			0.1	0.2	0.1	0.1	0.1	0.1	0.3	2.2

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 35	PAGE NO. 3	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-17A				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$39.908	$55.147	$95.643	$107.590	$133.384	$135.273	$185.746	$253.843

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 overall goal of the modifications budgeted in FY00 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY00 are the Global Air Traffic Management and Combustion Exit Temperature Kit. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	TAWS	TERRAIN AWARENESS				0.3	14.6	21.5	7.1			43.5
	Z88888	REPROGRAMMINGS	3.3	11.3								15.1
TOTAL FOR CLASS P			39.9	55.1	95.6	107.6	133.4	135.3	185.7	251.8	816.3	1,867.1
TOTAL FOR AIRCRAFT C-17			39.9	55.1	95.6	107.6	133.4	135.3	185.7	253.8	818.3	1,871.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 35	PAGE NO. 4	

FY 2000 PBR

Modification Title and No: STATION KEEPING EQUIPMENT(SKE)-2000 MN-6002

Models of Aircraft Affected: C-17

Center: ASC

CLC: C-17 Class P

PE 0401130F Team MOBIL

Description/Justification

The Station Keeping Equipment (SKE)-2000 uses advanced technology, weighs 64 lbs. less than the system being replaced, and achieves substantial life cycle cost savings. The SKE system provides positioning information and is used in conjunction with other SKE to permit each formation aircraft to stay in a preassigned position relative to lead aircraft.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

None. No RDT&E required.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	32	5.8										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-97 32 KITS			[32]	2.1								
TOTAL INSTALL			32	2.1								
TOTAL COST (BP-1100)	32	5.8		2.1								

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

Fact Sheet: C-17 MN-6002 STATION KEEPING EQUIPMENT(SKE)-2000 (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									32	5.8
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-97 32 KITS									[32]	2.1
TOTAL INSTALL									32	2.1
TOTAL COST (BP-1100)									32	7.9

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98
Contract Date (Month/CY)		06/97	
Delivery Date (Month/CY)		12/97	

Installation Schedule

	FY-96				FY-97				FY-98			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input										10	11	11
Output										10	11	11

FY 2000 PBR

Modification Title and No: AEROMED LITTER STANCHION REDESIGN MN-6008

CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC

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' vertical separation between litter patients in a three tier configuration. Combined with MN-6006 Sidewall Oxygen Box Relocation which relocates the sidewall oxygen box to a reachable level, improving access to passenger oxygen masks when deployed. Mod also will reduce liner removal time, also includes 02 Straps.

Aircraft Breakdown: Active 40, Reserve 0, ANG 0

Development Status

Design complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			14	5.6	11	3.9	10	3.8	5	1.9		
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-98 14 KITS							[14]	5.1				
FY-99 11 KITS							[1]	0.4	[10]	8.7		
FY-00 10 KITS											[10]	11.6
FY-01 5 KITS												
TOTAL INSTALL							15	5.4	10	8.7	10	11.6
TOTAL COST (BP-1100)			14	5.6	11	3.9	10	9.3	5	10.6		11.6

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Fact Sheet: C-17 MN-6008 AEROMED LITTER STANCHION REDESIGN (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									40	15.3
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-98 14 KITS									[14]	5.1
FY-99 11 KITS									[11]	9.0
FY-00 10 KITS									[10]	11.6
FY-01 5 KITS	[5]	5.9							[5]	5.9
TOTAL INSTALL	5	5.9							40	31.6
TOTAL COST (BP-1100)		5.9							40	46.9

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)		12/98	12/98	12/99	12/00		
Delivery Date (Month/CY)		06/00	06/00	06/01	06/02		

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	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	10	5	5			5	5			5			
Output															5	10	5	5			5	5			5			

FY 2000 PBR

Modification Title and No: CONTAINER DELIVERY SYSTEM ENHANCEMENT (ECVR) MN-6015

CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC

PE 0401130F Team MOBIL

Description/Justification

Increases container delivery capacity from 30 to 40 containers per aircraft. aka Enhanced Container Vertical Restraint (ECVR)

Aircraft Breakdown: Active 40, Reserve 0, ANG 0

Development Status

No RDT&E required.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	1	0.2	39	1.3								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-97 1 KITS			[1]	0.1								
FY-98 39 KITS					[39]	1.4						
TOTAL INSTALL			1	0.1	39	1.4						
TOTAL COST (BP-1100)	1	0.2	39	1.4		1.4						

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 12 Months

Fact Sheet: C-17 MN-6015 CONTAINER DELIVERY SYSTEM ENHANCEMENT (ECVR) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC									40	1.5
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-97 1 KITS									[1]	0.1
FY-98 39 KITS									[39]	1.4
TOTAL INSTALL									40	1.4
TOTAL COST (BP-1100)									40	2.9

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99
Contract Date (Month/CY)	03/97	03/98	
Delivery Date (Month/CY)	09/98	03/99	

Installation Schedule

	FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input								1		13	13	13
Output								1		13	13	13

FY 2000 PBR
Modification Title and No: 400 POUND PARATROOPER SEAT MN-6026

CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC

PE 0401130F Team MOBIL

Description/Justification

Procures and installs one set (102 fabric-type) paratrooper seats on each aircraft. These seats support user (Army) requirements, provide safety and support to the occupant and meet the revised C-17 troop seat specifications. Supplier capacity (total of 16 shipsets for production and retrofit) dictates schedule.

Aircraft Breakdown: Active 26, Reserve 0, ANG 0

Development Status

RDT&E complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	1	0.8	7	4.1	3	1.9	1	0.6	1	0.6	1	0.6
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-97 1 KITS			[1]	0.1								
FY-98 7 KITS					[4]	0.4	[3]	0.4				
FY-99 3 KITS							[3]	0.4				
FY-00 1 KITS									[1]	0.1		
FY-01 1 KITS											[1]	0.1
FY-02 1 KITS												
FY-03 6 KITS												
FY-04 6 KITS												
TOTAL INSTALL			1	0.1	4	0.4	6	0.7	1	0.1	1	0.1
TOTAL COST (BP-1100)	1	0.8	7	4.2	3	2.4	1	1.3	1	0.7	1	0.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Fact Sheet: C-17 MN-6026 400 POUND PARATROOPER SEAT

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	6	3.5	6	3.5					26	15.6
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-97 1 KITS									[1]	0.1
FY-98 7 KITS									[7]	0.8
FY-99 3 KITS									[3]	0.4
FY-00 1 KITS									[1]	0.1
FY-01 1 KITS									[1]	0.1
FY-02 1 KITS	[1]	0.1							[1]	0.1
FY-03 6 KITS			[6]	0.7					[6]	0.7
FY-04 6 KITS					[6]	0.7			[6]	0.7
TOTAL INSTALL	1	0.1	6	0.7	6	0.7			26	3.1
TOTAL COST (BP-1100)	6	3.6	6	4.2		0.7			26	18.7

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05
Contract Date (Month/CY)	09/97	03/98	12/98	12/99	12/00	12/01	12/02	12/03	
Delivery Date (Month/CY)	09/98	03/99	12/99	12/00	12/01	12/02	12/03	12/04	

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04			
Quarters	1	2	3	4	1	2	3	4	1	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	2	2	1	1		1			1				1			1	2	2	1
Output									1	1	1	1	1	2	2	1	1		1			1				1			1	2	2	1

	FY-05			
Quarters	1	2	3	4
Input	1	2	2	1
Output	1	2	2	1

FY 2000 PBR
Modification Title and No: MISSION COMPUTER MN-6053

CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC

PE 0401130F Team MOBIL

Description/Justification

The mission computer upgrade is a producibility enhancement which also corrects operational deficiencies in the current design and provides a long term solution for future growth requirements. aka Core Integrated Processor (CIP).

Aircraft Breakdown: Active 40, Reserve 0, ANG 0

Development Status

None. No RDT&E required.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	40	11.7										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-97 40 KITS			[1]	0.1	[39]	2.1						
TOTAL INSTALL			1	0.1	39	2.1						
TOTAL COST (BP-1100)	40	11.7		0.1		2.1						

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 0 Months

Fact Sheet: C-17 MN-6053 MISSION COMPUTER

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC									40	11.7
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-97 40 KITS									[40]	2.2
TOTAL INSTALL									40	2.2
TOTAL COST (BP-1100)									40	13.9

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99
Contract Date (Month/CY)	03/97		
Delivery Date (Month/CY)	09/98		

Installation Schedule

	FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input								1	9	10	10	10
Output								1	9	10	10	10

FY 2000 PBR

Modification Title and No: GPS INTEGRITY MONITORING CAPABILITY IMPROVEMENTS MN-6201

CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC

PE 0401130F Team MOBIL

Description/Justification

This modification, GATM (Navigation) will replace the current Inertial Reference Unit (IRU) with an upgraded Replacement IRU and the current GPS receiver with a GPS receiver embedded in the new Replacement IRU. The new GPS will be capable of Receiver Autonomous Integrity Monitoring (RAIM) and Fault Detection and Exclusion (FDE), which reduce the possibility of incorrect GPS solutions being used in navigation. Done in conjunction EFCS and Block 10 Software.

Aircraft Breakdown: Active 48, Reserve 0, ANG 0

Development Status

Design complete FY98/1.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			1	0.6	24	7.9	23	7.6				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-98 1 KITS					[1]	0.2						
FY-99 24 KITS							[24]	5.5				
FY-00 23 KITS									[23]	5.3		
TOTAL INSTALL					1	0.2	24	5.5	23	5.3		
TOTAL COST (BP-1100)			1	0.6	24	8.2	23	13.1		5.3		

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 12 Months

Fact Sheet: C-17 MN-6201 GPS INTEGRITY MONITORING CAPABILITY IMPROVEMENTS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC									48	16.2
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-98 1 KITS									[1]	0.2
FY-99 24 KITS									[24]	5.5
FY-00 23 KITS									[23]	5.3
TOTAL INSTALL									48	11.1
TOTAL COST (BP-1100)									48	27.3

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)	03/98	03/99	12/99	
Delivery Date (Month/CY)	09/99	03/00	12/00	

Installation Schedule

	FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								1			12	12	12	11		
Output								1			12	12	12	11		

FY 2000 PBR
Modification Title and No: 8.33 KHZ VHF RADIO MN-9702

CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC

PE 0401130F Team MOBIL

Description/Justification

The purpose of the modification GATM (Communication)is to add 8.33 kHz channel spacing for VHF frequencies mandated by European countries by 1 Jan 99, Demand Assigned Multiple Access (DAMA), Single Channel Ground and Airborne Radio System (SINCGARS), MIL-STD-1553 HF Radio and Automatic Communication Processor to implement MIL-STD-188-141A ALE protocol and reduce pilot workload. The A/B SINCGARS mod (MN-3429) has been incorporated into this mod. AKA ARC-210/ACP

Aircraft Breakdown: Active 43, Reserve 0, ANG 0

Development Status

Development complete .

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	17	6.9	26	10.6								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				0.6								
MOD OF SPARES				0.5								
GFP				0.8								
INSTALLATION OF HARDWARE												
FY-97 17 KITS			[17]	2.3								
FY-98 26 KITS			[26]	3.6								
TOTAL INSTALL			43	5.9								
TOTAL COST (BP-1100)	17	6.9	26	18.4								

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 3 Months

Fact Sheet: C-17 MN-9702 8.33 KHZ VHF RADIO

Projected Financial Plan (Continued)

(Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC									43	17.5
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										0.6
GFP										0.5
INSTALLATION OF HARDWARE										0.8
FY-97 17 KITS									[17]	2.3
FY-98 26 KITS									[26]	3.6
TOTAL INSTALL									43	5.9
TOTAL COST (BP-1100)									43	25.3

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99
Contract Date (Month/CY)	09/97	06/98	
Delivery Date (Month/CY)	09/98	09/98	

Installation Schedule

	FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input									15	28		
Output									15	28		

FY 2000 PBR

Modification Title and No: ELECTRONIC FLIGHT CONTROL SYSTEM (EFCS) MN-9705

CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC

PE 0401130F Team MOBIL

Description/Justification

This mod will provide for greater memory and throughput to allow for future system expansion. To be done concurrently with GPS Integrity Monitoring and Block 10 Software.

Aircraft Breakdown: Active 48, Reserve 0, ANG 0

Development Status

Hardware and software design complete 3/98.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			1	0.3	24	5.6	23	7.5				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES			[12]	0.5	[75]	2.3	[63]	1.9				
FY86/87 QTY												
INSTALLATION OF HARDWARE												
FY-98 1 KITS					[1]	0.1						
FY-99 24 KITS							[24]	2.4				
FY-00 23 KITS									[23]	2.3		
TOTAL INSTALL					1	0.1	24	2.4	23	2.3		
TOTAL COST (BP-1100)			1	0.8	24	8.0	23	11.9		2.3		

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 6 Months

Fact Sheet: C-17 MN-9705 ELECTRONIC FLIGHT CONTROL SYSTEM (EFCS)

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC									48	13.5
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
FY86/87 QTY									[150]	4.6
INSTALLATION OF HARDWARE										
FY-98 1 KITS									[1]	0.1
FY-99 24 KITS									[24]	2.4
FY-00 23 KITS									[23]	2.3
TOTAL INSTALL									48	4.8
TOTAL COST (BP-1100)									48	22.9

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)	06/98	03/99	12/99	
Delivery Date (Month/CY)	06/99	09/99	06/00	

Installation Schedule

	FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								1			12	12	12	11		
Output								1			12	12	12	11		

FY 2000 PBR

Modification Title and No: GLOBAL AIR TRAFFIC MANAGEMENT (GATM) MN-9709

CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC

PE 0401130F Team MOBIL

Description/Justification

This GATM (Communiciations/Surveillance)/Nav Safety modification provides the INMARSAT Aero-I; Traffic Alert and Collision Avoidance System (TCAS-II)-IFF Mode S; Controller-Pilot Datalink Communications (CPDLC) and Automatic Dependance Surveillance (ADS) automated messaging capabilities.

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Currently on contract for development effort. Design to be completed Jul 99.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							35	25.6	35	25.6		
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 35 KITS									[35]	12.8		
FY-01 35 KITS											[35]	12.8
TOTAL INSTALL									35	12.8	35	12.8
TOTAL COST (BP-1100)							35	25.6	35	38.4		12.8

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

FY 2000 PBR
Modification Title and No: BLOCK 12 SOFTWARE MN-9710

CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC

PE 0401130F Team MOBIL

Description/Justification

Updates the software to the aircraft Block 12 configuration. Will PICRs for over 60 items including: Loose Platform Detection capability & CAWS update; obstacle clearence computations; SIDS clearence capability; SKE enhancements for Block 12; Air Refueling performance data; Engine out LRC speed; Max thrust in climb; MLS final approach capability to 5 Degrees/1000 FPM glidepath. Mod number changed from _HXCLN to 9710.

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Development to complete 2/00.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SOFTWARE									[35]	2.0	[35]	2.0
TOTAL COST (BP-1100)										2.0		2.0

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

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

Fact Sheet: C-17 MN-9710 BLOCK 12 SOFTWARE

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SOFTWARE									[70]	4.1
TOTAL COST (BP-1100)										4.1

(Totals may not add due to rounding)

Milestones

	FY-01	FY-02
Contract Date (Month/CY)	03/00	12/00
Delivery Date (Month/CY)	12/00	09/01

Installation Schedule

	FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4
Input		12	12	11	9	9	9	8
Output		12	12	11	9	9	9	8

FY 2000 PBR
Modification Title and No: HF DATA LINK (HFDL) MN-9715

CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC

PE 0401130F Team MOBIL

Description/Justification

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT									35	2.3	35	2.3
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-01 35 KITS									[35]	0.9		
FY-02 35 KITS											[35]	0.9
TOTAL INSTALL									35	0.9	35	0.9
TOTAL COST (BP-1100)									35	3.1	35	3.1

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 1 Month

Fact Sheet: C-17 MN-9715 HF DATA LINK (HFDL)

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									70	4.5
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-01 35 KITS									[35]	0.9
FY-02 35 KITS									[35]	0.9
TOTAL INSTALL									70	1.8
TOTAL COST (BP-1100)									70	6.3

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4
Input			17	18	18	17		
Output			17	18	18	17		

FY 2000 PBR

Modification Title and No: REQUIRED NAV PERFORMANCE RNP-4 MN-9716

CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC

PE 0401130F Team MOBIL

Description/Justification

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SOFTWARE												
INSTALLATION OF HARDWARE									[35]	1.9	[35]	1.9
FY-01 0 KITS									[35]	0.7		
FY-02 0 KITS											[35]	0.7
TOTAL INSTALL									35	0.7	35	0.7
TOTAL COST (BP-1100)										2.6		2.6

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 2 Months

Fact Sheet: C-17 MN-9716 REQUIRED NAV PERFORMANCE RNP-4

Projected Financial Plan (Continued)

(Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SOFTWARE										
INSTALLATION OF HARDWARE									[70]	3.8
FY-01 0 KITS									[35]	0.7
FY-02 0 KITS									[35]	0.7
TOTAL INSTALL									70	1.5
TOTAL COST (BP-1100)										5.2

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4
Input			17	18	18	17		
Output			17	18	18	17		

FY 2000 PBR

Modification Title and No: AIRCREW DATA TRANSFER DEVICE MN-9717

CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC

PE 0401130F Team MOBIL

Description/Justification

Aircraft Breakdown: Active 57, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							57	4.3				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)							57	4.3				

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

Fact Sheet: C-17 MN-9717 AIRCREW DATA TRANSFER DEVICE

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC									57	4.3
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									57	4.3

(Totals may not add due to rounding)

Milestones

	FY-00
Contract Date (Month/CY)	03/00
Delivery Date (Month/CY)	09/00

FY 2000 PBR
Modification Title and No: ALTERNATE EEC POWER MN-9721

CLC: C-17 Class P
PE 0401130F Team MOBIL

Models of Aircraft Affected: C-17

Center: ASC

Description/Justification

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							31	1.1	20	0.7	19	0.7
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 31 KITS									[23]	0.4		
FY-01 20 KITS											[26]	0.4
FY-02 19 KITS												
TOTAL INSTALL									23	0.4	26	0.4
TOTAL COST (BP-1100)							31	1.1	20	1.1	19	1.1

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Fact Sheet: C-17 MN-9721 ALTERNATE EEC POWER (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									70	2.4
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 31 KITS									[23]	0.4
FY-01 20 KITS									[26]	0.4
FY-02 19 KITS	[21]	0.4							[21]	0.4
TOTAL INSTALL	21	0.4							70	1.2
TOTAL COST (BP-1100)		0.4							70	3.6

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-99				FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									5	6	6	6	6	6	7	7	7	7	7	
Output									5	6	6	6	6	6	7	7	7	7	7	

FY 2000 PBR

Modification Title and No: SLAT TRACK DOOR BRACKETS MN-9722

CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC

PE 0401130F Team MOBIL

Description/Justification

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							24	1.3	8	0.4		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 24 KITS							[1]	0.0	[23]	0.6		
FY-01 8 KITS									[8]	0.2		
TOTAL INSTALL							1		31	0.9		
TOTAL COST (BP-1100)							24	1.3	8	1.3		

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 3 Months

Fact Sheet: C-17 MN-9722 SLAT TRACK DOOR BRACKETS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									32	1.7
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 24 KITS									[24]	0.7
FY-01 8 KITS									[8]	0.2
TOTAL INSTALL									32	0.9
TOTAL COST (BP-1100)									32	2.6

(Totals may not add due to rounding)

Milestones

	FY-00	FY-01
Contract Date (Month/CY)	03/00	12/00
Delivery Date (Month/CY)	09/00	03/01

Installation Schedule

	FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4
Input				1	4	9	9	9
Output				1	4	9	9	9

FY 2000 PBR
Modification Title and No: FIXED LEADING EDGE FORMER CRACKS MN-9723 CLC: C-17 Class P

Models of Aircraft Affected: C-17 Center: ASC PE 0401130F Team MOBIL

Description/Justification

Aircraft Breakdown: Active 57, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1		20	0.6	20	0.6
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 1 KITS							[1]	0.1				
FY-01 20 KITS									[20]	2.2		
FY-02 20 KITS											[20]	2.2
FY-03 16 KITS												
TOTAL INSTALL							1	0.1	20	2.2	20	2.2
TOTAL COST (BP-1100)							1	0.1	20	2.8	20	2.8

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 6 Months Follow-On Lead Time: 3 Months

Fact Sheet: C-17 MN-9723 FIXED LEADING EDGE FORMER CRACKS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	16	0.5							57	1.8
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 1 KITS									[1]	0.1
FY-01 20 KITS									[20]	2.2
FY-02 20 KITS									[20]	2.2
FY-03 16 KITS	[16]	1.7							[16]	1.7
TOTAL INSTALL	16	1.7							57	6.2
TOTAL COST (BP-1100)	16	2.3							57	8.0

(Totals may not add due to rounding)

Milestones

	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)	03/00	12/00	12/01	12/02
Delivery Date (Month/CY)	09/00	03/01	03/02	03/03

Installation Schedule

	FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input				1		6	7	7		6	7	7		5	5	6
Output				1		6	7	7		6	7	7		5	5	6

FY 2000 PBR
Modification Title and No: FIELD ISSUES MN-9724

CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC

PE 0401130F Team MOBIL

Description/Justification

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									35	2.6	35	2.6
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-01 35 KITS									[35]	1.8		
FY-02 35 KITS											[35]	1.8
TOTAL INSTALL									35	1.8	35	1.8
TOTAL COST (BP-1100)									35	4.4	35	4.4

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

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

Fact Sheet: C-17 MN-9724 FIELD ISSUES (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									70	5.3
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-01 35 KITS									[35]	1.8
FY-02 35 KITS									[35]	1.8
TOTAL INSTALL									70	3.5
TOTAL COST (BP-1100)									70	8.8

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input						11	12	12		11	12	12
Output						11	12	12		11	12	12

FY 2000 PBR
Modification Title and No: SOFTWARE BLOCK 10 UPGRADE MN-9725 CLC: C-17 Class P

Models of Aircraft Affected: C-17 Center: ASC PE 0401130F Team MOBIL

Description/Justification

Aircraft Breakdown: Active 48, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SOFTWARE					[17]	0.4	[43]	3.9	[8]	0.7		
TOTAL COST (BP-1100)						0.4		3.9		0.7		

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 9 Months Follow-On Lead Time: 0 Months

Fact Sheet: C-17 MN-9725 SOFTWARE BLOCK 10 UPGRADE (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SOFTWARE									[68]	5.0
TOTAL COST (BP-1100)										5.0

(Totals may not add due to rounding)

Milestones

	FY-99	FY-00	FY-01
Contract Date (Month/CY)	12/98	12/99	12/00
Delivery Date (Month/CY)	09/99	12/99	12/00

Installation Schedule

	FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input				1	10	10	12	12	12	11		
Output				1	10	10	12	12	12	11		

FY 2000 PBR
Modification Title and No: COMBUSTION EXIT TEMPERATURE KIT - D01 TO D03 UPGR MN-9726 CLC: C-17 Class P

Models of Aircraft Affected: C-17 Center: ASC PE 0401130F Team MOBIL

Description/Justification

Aircraft Breakdown: Active 100, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					15	15.0	13	13.0	8	8.0	27	27.0
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-99 15 KITS							[15]	5.1				
FY-00 13 KITS									[13]	4.6		
FY-01 8 KITS											[8]	2.0
FY-02 27 KITS												
FY-03 37 KITS												
TOTAL INSTALL							15	5.1	13	4.6	8	2.0
TOTAL COST (BP-1100)					15	15.0	13	18.1	8	12.6	27	29.0

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Fact Sheet: C-17 MN-9726 COMBUSTION EXIT TEMPERATURE KIT - D01 TO D03 UPGR (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	37	37.0							100	100.0
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-99 15 KITS									[15]	5.1
FY-00 13 KITS									[13]	4.6
FY-01 8 KITS									[8]	2.0
FY-02 27 KITS	[27]	7.6							[27]	7.6
FY-03 37 KITS			[37]	10.4					[37]	10.4
TOTAL INSTALL	27	7.6	37	10.4					100	29.7
TOTAL COST (BP-1100)	37	44.6		10.4					100	129.7

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-99				FY-00				FY-01				FY-02				FY-03				FY-04			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					3	4	4	4	4	3	3	3	2	2	2	2	6	7	7	7	9	9	10	9
Output					3	4	4	4	4	3	3	3	2	2	2	2	6	7	7	7	9	9	10	9

FY 2000 PBR
Modification Title and No: CABIN PRESSURIZATION/EGRESS MN-9728 CLC: C-17 Class P

Models of Aircraft Affected: C-17 Center: ASC PE 0401130F Team MOBIL

Description/Justification

Aircraft Breakdown: Active 57, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					1	0.9	38	3.4	18	1.6		
KITS NONRECUR						0.6						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
*** See Remarks ***						0.3						
INSTALLATION OF HARDWARE												
FY-99 1 KITS							[1]	0.1				
FY-00 38 KITS									[38]	3.4		
FY-01 18 KITS											[18]	1.6
TOTAL INSTALL							1	0.1	38	3.4	18	1.6
TOTAL COST (BP-1100)					1	1.8	38	3.5	18	5.0		1.6

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 12 Months Follow-On Lead Time: 12 Months

Fact Sheet: C-17 MN-9728 CABIN PRESSURIZATION/EGRESS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									57	5.9
KITS NONRECUR										0.6
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
*** See Remarks ***										0.3
INSTALLATION OF HARDWARE										
FY-99 1 KITS									[1]	0.1
FY-00 38 KITS									[38]	3.4
FY-01 18 KITS									[18]	1.6
TOTAL INSTALL									57	5.1
TOTAL COST (BP-1100)									57	11.9

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1				9	9	10	10	9	9		
Output					1				9	9	10	10	9	9		

FY 2000 PBR
Modification Title and No: UNSAT LOCATION ADS PANEL MN-9729 CLC: C-17 Class P

Models of Aircraft Affected: C-17 Center: ASC PE 0401130F Team MOBIL

Description/Justification

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	0.1	35	5.3	34	5.1
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 1 KITS									[1]	0.1		
FY-01 35 KITS											[35]	2.6
FY-02 34 KITS												
TOTAL INSTALL									1	0.1	35	2.6
TOTAL COST (BP-1100)							1	0.1	35	5.3	34	7.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 15 Months Follow-On Lead Time: 9 Months

Fact Sheet: C-17 MN-9729 UNSAT LOCATION ADS PANEL (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									70	10.5
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 1 KITS									[1]	0.1
FY-01 35 KITS									[35]	2.6
FY-02 34 KITS	[34]	2.5							[34]	2.5
TOTAL INSTALL	34	2.5							70	5.3
TOTAL COST (BP-1100)		2.5							70	15.8

(Totals may not add due to rounding)

Milestones

	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)	12/99	12/00	12/01	
Delivery Date (Month/CY)	03/01	09/01	09/02	

Installation Schedule

	FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							1		8	9	9	9	9	9	9	7
Output							1		8	9	9	9	9	9	9	7

FY 2000 PBR
Modification Title and No: INSUFFICIENT EMER EVAC LIGHTING MN-9730 CLC: C-17 Class P

Models of Aircraft Affected: C-17 Center: ASC PE 0401130F Team MOBIL

Description/Justification

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	0.1	35	3.5	34	3.4
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 1 KITS									[1]	0.1		
FY-01 35 KITS											[35]	1.8
FY-02 34 KITS												
TOTAL INSTALL									1	0.1	35	1.8
TOTAL COST (BP-1100)							1	0.1	35	3.5	34	5.2

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 15 Months Follow-On Lead Time: 9 Months

Fact Sheet: C-17 MN-9730 INSUFFICIENT EMER EVAC LIGHTING (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									70	7.0
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 1 KITS									[1]	0.1
FY-01 35 KITS									[35]	1.8
FY-02 34 KITS	[34]	1.7							[34]	1.7
TOTAL INSTALL	34	1.7							70	3.5
TOTAL COST (BP-1100)		1.7							70	10.5

(Totals may not add due to rounding)

Milestones

	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)	12/99	12/00	12/01	
Delivery Date (Month/CY)	03/01	09/01	09/02	

Installation Schedule

	FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							1		8	9	9	9	9	9	9	7
Output							1		8	9	9	9	9	9	9	7

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-21				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$6.859	$59.768	$8.713	$6.831	$12.228	$5.651	$3.094	$3.157

This line item funds modifications to the C-21 aircraft, commercial equivalent Lear Jet 35. The C-21 aircraft is a twin-turbofan engine aircraft used for cargo and passenger airlift over medium ranges (2,000 miles). The primary modifications budgeted in FY00 are the Traffic Alert & Collision Avoidance System (TCAS) and the Global Air Traffic Management System (GATM). 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-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	9701	MAGNASTAR C-2000 DIG	2.0									2.0
	9709C	GATM/NEW GENERATIO	4.5	57.5	8.6	6.7	9.5	3.0	1.6	1.6		94.4
	99999S	SERVICE BULLETINS	0.4	0.1	0.1	0.1	2.8	2.7	1.4	1.5		11.9
	Z88888	REPROGRAMMINGS		2.2								1.9
TOTAL FOR CLASS P			6.9	59.8	8.7	6.8	12.2	5.7	3.1	3.2	0.0	110.2
TOTAL FOR AIRCRAFT C-21			6.9	59.8	8.7	6.8	12.2	5.7	3.1	3.2	0.0	110.2

Totals may not add due to rounding.

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FY 2000 PBR

Modification Title and No: MAGNASTAR C-2000 DIGITAL FLIGHT PHONE MN-9701 CLC: C-21 Class P

Models of Aircraft Affected: C-21A Center: OC-ALC PE 0401314F Team MOBIL

Description/Justification

Installation of Magnastar C-2000 digital flight phone provides mission essential airborne communication and modem interface with both analog and digital CDPT-C1 SATCOM capability with future capability to except aero-1 SATCOM communication. This is Commercial off the Shelf (COTS) equipment. Equipment pricing reflects Raytheon's practice of Group A & B costs combined into one total price.

Aircraft Breakdown: Active 14, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			14	1.0								
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.4								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-98 14 KITS			[14]	0.5								
TOTAL INSTALL			14	0.5								
TOTAL COST (BP-1100)			14	2.0								

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 1 Month Follow-On Lead Time: 1 Month

Fact Sheet: C-21 MN-9701 MAGNASTAR C-2000 DIGITAL FLIGHT PHONE (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									14	1.0
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.4
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-98 14 KITS									[14]	0.5
TOTAL INSTALL									14	0.5
TOTAL COST (BP-1100)									14	2.0

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98
Contract Date (Month/CY)			02/98
Delivery Date (Month/CY)			03/98

Installation Schedule

	FY-96				FY-97				FY-98			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input											1	13
Output											1	13

FY 2000 PBR
Modification Title and No: GATM/NEW GENERATION COCKPIT MN-9709C — CLC: C-21 — Class P

Models of Aircraft Affected: C-21A — Center: OC-ALC — PE 0401314F — Team MOBIL

Description/Justification

This GATM NAV/SAFETY modification meets all the communication, navigation, and surveillance requirements of GATM and is a commercial off the shelf (COTS) package that was selected as the most cost effective method to incorporate the NAV/SAFETY, TAWS, TCASII, and RVSM vs. installing each modification separately. This upgrade will interface with the previoulsy installed GPS. C-21A avionics upgrade includes the follow:AHRS compass system, dual auto pilot altimeter, color weather radar, 3 tube EFIS, 1 tube 4th generation TAWS and TCASII. Equipment pricing reflects Raytheon's practice of Group A and B costs totaled into one total price. MOD 9709C is a total of 3149T/TCAS and 9709GATM Mods that have been combined as one effort. FY97 funds reflect money spent on TCAS prototypes therefore the total funded of 60 reflects 60 GATM and 2 TCAS.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					42	43.8	5	5.6	3	3.5	5	6.2
EQUIP NONREC			2	3.9								
CHANGE ORDERS												
DATA				0.6		0.6						
SIM/TRAINER											[1]	0.6
SUPPORT-EQUIP												
OGC						0.2				0.3		0.2
TCAS	[2]	1.4										
INSTALLATION OF HARDWARE												
FY-98 2 KITS			[2]									
FY-99 42 KITS					[35]	12.8						
FY-00 5 KITS							[7]	3.0				
FY-01 3 KITS									[7]	2.9		
FY-02 5 KITS											[6]	2.6
FY-03 1 KITS												
FY-04 1 KITS												
FY-05 1 KITS												
TOTAL INSTALL			2		35	12.8	7	3.0	7	2.9	6	2.6
TOTAL COST (BP-1100)		1.4	2	4.5	42	57.5	5	8.6	3	6.7	5	9.5

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 12 Months — Follow-On Lead Time: 1 Month

Fact Sheet: C-21 MN-9709C GATM/NEW GENERATION COCKPIT (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	1	1.3	1	1.3	1	1.3			58	62.9
EQUIP NONREC									2	3.9
CHANGE ORDERS										
DATA										1.2
SIM/TRAINER									[1]	0.6
SUPPORT-EQUIP										
OGC		1.3								1.9
TCAS									[2]	1.4
INSTALLATION OF HARDWARE										
FY-98 2 KITS									[2]	
FY-99 42 KITS									[35]	12.8
FY-00 5 KITS									[7]	3.0
FY-01 3 KITS									[7]	2.9
FY-02 5 KITS									[6]	2.6
FY-03 1 KITS	[1]	0.4							[1]	0.4
FY-04 1 KITS			[1]	0.4					[1]	0.4
FY-05 1 KITS					[1]	0.4			[1]	0.4
TOTAL INSTALL	1	0.4	1	0.4	1	0.4			60	22.5
TOTAL COST (BP-1100)	1	3.0	1	1.6	1	1.6			60	94.4

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					2				8	9	9	9	4	3			3	4			2	2	2		1				1			
Output								2	6	7	7	7	2	3	3	3	3	4	4		2	2	2		1				1			

	FY-05			
Quarters	1	2	3	4
Input	1			
Output	1			

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-22				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$0.264	$0.179	$0.174	$0.000	$0.000	$0.000	$0.000	

This line item funds modifications to the C-22B aircraft. The C-22B, a Boeing 727-100, is a three engine medium-range aircraft used by the Air National Guard to airlift cargo and personnel. The overall goal of modifications budgeted in FY00 is to fund service bulletins necessary for FAA certification while improving flight safety, reliability, and maintainability. The specific modification budgeted and programmed is below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	99999S	SERVICE BULLETINS	0.3	0.2	0.2							1.6
	Z88888	REPROGRAMMINGS		0.0								0.0
TOTAL FOR CLASS P			0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.6
TOTAL FOR AIRCRAFT C-22			0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.6

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-37				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$0.000	$0.000	$0.383	$0.386	$0.387	$0.387	$0.389	$0.388

This line item funds modifcations to the C-37, commercial equivalent Gulstream 5. The C-37 is a long-range jet transport designed to carry VIPSAM passengers. The overall goal of modifications budgeted in FY00 is to fund low cost modifications that will improve flight safety, reliability, and maintainability.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	99999S	SERVICE BULLETINS			0.3	0.3	0.3	0.3	0.3	0.3		1.8
	99999X	LOW COST MODIFICATI			0.1	0.1	0.1	0.1	0.1	0.1		0.5
TOTAL FOR CLASS P			0.0	0.0	0.4	0.4	0.4	0.4	0.4	0.4	0.0	2.3
TOTAL FOR AIRCRAFT C-37			0.0	0.0	0.4	0.4	0.4	0.4	0.4	0.4	0.0	2.3

Totals may not add due to rounding.

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-STOL				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$0.049	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	

This line item funds modifications to the C-27 aircraft, commercial equivalent Alenia G222. The two engine C-27 is the only short takeoff and landing (STOL) theater dedicated tactical airlifter. There are not any modifications funded in FY00. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	99999S	SERVICE BULLETINS	0.0									5.1
	Z88888	REPROGRAMMINGS	0.0									0.6
TOTAL FOR CLASS P			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7
TOTAL FOR AIRCRAFT C-27			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-32				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$0.000	$0.000	$0.499	$24.566	$35.996	$7.546	$0.000	

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 overal goal of modifications budgeted in FY00 is to fund service bulletins for FAA certification and miscellaneous low cost modifications to improve flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	9606	COMMUNICATIONS UPD				18.0	33.7					51.7
	9709	GLOBAL AIR TRAFFIC M				6.6	2.3	7.5				16.4
	99999S	SERVICE BULLETINS			0.3							0.3
	99999X	LOW COST MODIFICATI			0.2							0.2
TOTAL FOR CLASS P			0.0	0.0	0.5	24.6	36.0	7.5	0.0	0.0	0.0	68.6
TOTAL FOR AIRCRAFT C-32			0.0	0.0	0.5	24.6	36.0	7.5	0.0	0.0	0.0	68.6

Totals may not add due to rounding.

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

FY 2000 PBR
Modification Title and No: COMMUNICATIONS UPDATE MN-9606

CLC: C-32 Class P

Models of Aircraft Affected: C-32A

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

The communication upgrade consists of installing a communications management system and integration with CSO functions, to manage secure and non-secure voice, data, and facsimile (transmit and receive) for 42 telephone stations within the aircraft. These aircraft support the Vice President, SECSTATE, SECDEF, and other senior government officials, as well as their staffs, allowing them to conduct business while airborne, utilizing the on-board communications system.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									1	2.0	3	3.0
KITS NONRECUR										6.0		
EQUIPMENT									[1]	9.1	[3]	29.2
EQUIP NONREC												
CHANGE ORDERS												
DATA										0.5		
SIM/TRAINER												
SUPPORT-EQUIP												
OGC										0.1		0.1
INSTALLATION OF HARDWARE												
FY-01 1 KITS									[1]	0.4		
FY-02 3 KITS											[3]	1.4
TOTAL INSTALL									1	0.4	3	1.4
TOTAL COST (BP-1100)									1	18.0	3	33.7

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Fact Sheet: C-32 MN-9606 COMMUNICATIONS UPDATE (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									4	5.0
KITS NONRECUR										6.0
EQUIPMENT									[4]	38.4
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.5
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.1
INSTALLATION OF HARDWARE										
FY-01 1 KITS									[1]	0.4
FY-02 3 KITS									[3]	1.4
TOTAL INSTALL									4	1.8
TOTAL COST (BP-1100)									4	51.7

(Totals may not add due to rounding)

Milestones

	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)		03/01	12/01	
Delivery Date (Month/CY)		09/01	06/02	

Installation Schedule

	FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								1			2	1				
Output									1			1	2			

FY 2000 PBR

Modification Title and No: GLOBAL AIR TRAFFIC MANAGEMENT (GATM) MN-9709 CLC: C-32 Class P

Models of Aircraft Affected: C-32A Center: OC-ALC PE 0401314F Team MOBIL

Description/Justification

This GATM surveillance modification will install equipment required to meet Mid-term Global Air Traffic Management (GATM) System requirements. The modification will update the mode 'S' to level 4 with DAP, install CNS capability RNP 4, CPDLC, PRNAV-RNP-1, and upgrade the V-Nav system. These upgrades will interface with original equipment installed on the aircraft at delivery. Installation cost is included in the kit cost by Boeing, for all kits.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									1	1.0	1	1.0
KITS NONRECUR										3.3		
EQUIPMENT									[1]	1.7	[1]	0.4
EQUIP NONREC												
CHANGE ORDERS												
DATA										0.5		
SIM/TRAINER												
SUPPORT-EQUIP												
OGC										0.1		0.1
INSTALLATION OF HARDWARE												
FY-01 1 KITS												
FY-02 1 KITS											[1]	0.8
FY-03 2 KITS												
TOTAL INSTALL											1	0.8
TOTAL COST (BP-1100)									1	6.6	1	2.3

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 15 Months Follow-On Lead Time: 6 Months

Fact Sheet: C-32 MN-9709 GLOBAL AIR TRAFFIC MANAGEMENT (GATM) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	2	2.0							4	4.0
KITS NONRECUR										3.3
EQUIPMENT	[2]	3.1							[4]	5.3
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.5
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.1
INSTALLATION OF HARDWARE										
FY-01 1 KITS										
FY-02 1 KITS									[1]	0.8
FY-03 2 KITS	[3]	2.4							[3]	2.4
TOTAL INSTALL	3	2.4							4	3.2
TOTAL COST (BP-1100)	2	7.5							4	16.4

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-01				FY-02				FY-03				FY-04			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							1		1		1	1				
Output								1		1		1	1			

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications			P-1 ITEM NOMENCLATURE: C-137					
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$2.026	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	

This line item funds modifications to the C-137 aircraft, commercial equivalent Boeing 707. The C-137 is a four engine aircraft used to airlift the vice-president, cabinet members, members of Congress and functions as backup to the VC-25 presidential aircraft. There are not any modifications funded in FY00. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	3149T	TRAFFIC ALERT & COLLI	0.2									4.3
	99999S	SERVICE BULLETINS	1.8									12.9
TOTAL FOR CLASS P			2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.1
TOTAL FOR AIRCRAFT C-137			2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.1

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-141				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$43.400	$33.162	$10.021	$0.756	$0.841	$0.823	$0.845	$0.862

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 FY00 is to enhance flight safety while improving reliability and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO		0.1	0.6	0.7	0.7	0.7	0.7	0.8		6.7
TOTAL FOR CLASS P-S			0.0	0.1	0.6	0.7	0.7	0.7	0.7	0.8	0.0	6.7
P	13627B	AUTOPILOT/COCKPIT U	18.1	5.2								168.5
	3149TT	TRAFFIC ALERT & COLLI	14.1	23.7	9.4							47.1
	3150	NAVSTAR GLOBAL POSI	6.0	2.2								64.0
	3455	AIRLIFT DEFENSIVE SYS	5.2	0.9								27.6
	99999X	LOW COST MODIFICATI		0.1	0.1	0.1	0.1	0.1	0.1	0.1		3.5
	Z88888	REPROGRAMMINGS		1.1								1.7
TOTAL FOR CLASS P			43.4	33.1	9.5	0.1	0.1	0.1	0.1	0.1	0.0	312.5
TOTAL FOR AIRCRAFT C-141			43.4	33.2	10.0	0.8	0.8	0.8	0.8	0.9	0.0	319.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 42	PAGE NO. 1	

FY 2000 PBR
Modification Title and No: AUTOPILOT/COCKPIT UPGRADE MN-13627B

CLC: C-141 Class P

Models of Aircraft Affected: C-141B

Center: WR-ALC

PE 0401118F Team MOBIL

Description/Justification

The all weather landing system as installed in the C-141 aircraft is of the mid-60's technology. Replacement of the AWLS system including the autopilot system is deemed necessary because of nonsupportability. Continual repair & overhaul of AWLS components (LRUs) in the field & at the depot Technical Repair Center (TRC) have resulted in difficulty in finding replacement LRU sub-parts to support the present AWLS. Mod will provide state-of-the-art autopilot with autoland capability, a Ground Collision Avoidance Subsystem, and enhanced instrumentation for display of flight direction, attitude, horizontal situation, altitude, airspeed, and vertical speed. This mod is baselined with mod #13652B, 3150, and 3455.

Aircraft Breakdown: Active 0, Reserve 45, ANG 18

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	62	8.0										
KITS NONRECUR	1	3.6										
EQUIPMENT	[62]	52.0										
EQUIP NONREC	[1]	4.6										
CHANGE ORDERS		2.4										
DATA		10.1										
SIM/TRAINER	[1]	13.6										
SUPPORT-EQUIP		4.6										
FLT LINE LOADER		5.1										
CONT LIABILITY		15.7										
SOFTWARE		17.2										
FLIGHT TEST		1.0										
OGC		0.8		3.2								
INSTALLATION OF HARDWARE												
FY-92 1 KITS	[1]											
FY-94 1 KITS	[2]	0.7										
FY-96 40 KITS	[12]	5.8	[28]	11.0								
FY-97 21 KITS			[10]	3.9	[11]	5.2						
TOTAL INSTALL	15	6.5	38	14.9	11	5.2						
TOTAL COST (BP-1100)	63	145.2		18.1		5.2						

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Fact Sheet: C-141 MN-13627B AUTOPILOT/COCKPIT UPGRADE (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									62	8.0
KITS NONRECUR									1	3.6
EQUIPMENT									[62]	52.0
EQUIP NONREC									[1]	4.6
CHANGE ORDERS										2.4
DATA										10.1
SIM/TRAINER									[1]	13.6
SUPPORT-EQUIP										4.6
FLT LINE LOADER										5.1
CONT LIABILITY										15.7
SOFTWARE										17.2
FLIGHT TEST										1.0
OGC										4.0
INSTALLATION OF HARDWARE										
FY-92 1 KITS									[1]	
FY-94 1 KITS									[2]	0.7
FY-96 40 KITS									[40]	16.8
FY-97 21 KITS									[21]	9.1
TOTAL INSTALL									64	26.6
TOTAL COST (BP-1100)									63	168.5

(Totals may not add due to rounding)

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)	03/93		06/94		09/96	03/97			
Delivery Date (Month/CY)	03/95		03/95		09/97	03/98			

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																			2			1	1	6	6	8	5	13	3	5	7	3
Output																				2						4	7	5	11	10	10	2

	FY-00			
Quarters	1	2	3	4
Input	3			
Output	7	4	1	

FY 2000 PBR

Modification Title and No: TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM/TAWS MN-3149TT | CLC: C-141 | Class P

Models of Aircraft Affected: C141B, C | Center: WR-ALC | PE 0401118F | Team MOBIL

Description/Justification

This nagiation and safety modification installs TCAS/TAWS on the C-141 aircraft. TCAS II (MODE S) is an airborne traffic alert and collision avoidance advisory system that provides pilots with visual alert of approaching traffic and aural annunciation of suggested avoidance maneuvers without support from air traffic control ground systems. TCAS will be installed on 33 C-141Bs and 63 C-141Cs. The modification installs Terrain Awareness and Warning System (TAWS) on 63 C-141Cs to help prevent Controlled Flight into Terrain (CFIT) accidents. Mod 0Q606, Enhanced Ground Proximity Warning System, was combined with TCAS to reduce duplicate costs and reduce aircraft downtime.

Aircraft Breakdown: Active 33, Reserve 45, ANG 18

Development Status

None

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			23	1.4	55	2.9	16	1.2				
KITS NONRECUR			2	2.6								
EQUIPMENT			[23]	5.8	[55]	11.3	[16]	3.5				
EQUIP NONREC			[2]	0.5								
CHANGE ORDERS						1.2						
DATA				0.6		0.3						
SIM/TRAINER			[6]	3.1	[2]	5.4						
SUPPORT-EQUIP						0.4						
FLIGHT TEST						0.9						
OGC						0.6		0.4				
INSTALLATION OF HARDWARE												
FY-98 25 KITS					[12]	0.7	[13]	0.8				
FY-99 55 KITS							[55]	2.6				
FY-00 16 KITS							[16]	0.9				
TOTAL INSTALL					12	0.7	84	4.3				
TOTAL COST (BP-1100)			25	14.1	55	23.7	16	9.4				

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months Follow-On Lead Time: 3 Months

Fact Sheet: C-141 MN-3149TT TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM/TAWS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									94	5.5
KITS NONRECUR									2	2.6
EQUIPMENT									[94]	20.6
EQUIP NONREC									[2]	0.5
CHANGE ORDERS										1.2
DATA										0.9
SIM/TRAINER									[8]	8.5
SUPPORT-EQUIP										0.4
FLIGHT TEST										0.9
OGC										1.0
INSTALLATION OF HARDWARE										
FY-98 25 KITS									[25]	1.5
FY-99 55 KITS									[55]	2.6
FY-00 16 KITS									[16]	0.9
TOTAL INSTALL									96	5.0
TOTAL COST (BP-1100)									96	47.1

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00
Contract Date (Month/CY)	09/98	03/99	12/99
Delivery Date (Month/CY)	03/99	06/99	03/00

Installation Schedule

	FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input						2	2	8	28	28	28	
Output						2	1	1	8	28	28	28

FY 2000 PBR

Modification Title and No: NAVSTAR GLOBAL POSITIONING SYSTEM MN-3150 | CLC: C-141 | Class P

Models of Aircraft Affected: C-141B | Center: WR-ALC | PE 0401118F | Team MOBIL

Description/Justification

Procures integration and installation of navigation equipment to comply with the congressional FY2000 mandate and Air Force Navigation/Safety equipment master baseline. Equipment includes the following principal components: two commercially procured Flight Management Systems with P/Y code capability, three commercial-off-the-shelf multi-function control display units, two commercial-off-the-shelf GPS antennas, and one non-developmental data loader subsystem. Aircraft integration meets the intent of FAA requirements for GPS enroute navigation and non-precision approach capability. This mod is baselined with mod #s 13627B, 13652B and 3455.

Aircraft Breakdown: Active 0, Reserve 45, ANG 18

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		0.2										
PROCUREMENT (3010)												
INSTALL KITS	62	5.7										
KITS NONRECUR	1	8.1										
EQUIPMENT	[62]	13.6										
EQUIP NONREC		1.3										
CHANGE ORDERS						0.9						
DATA		1.7										
SIM/TRAINER	[6]	7.5		3.1								
SUPPORT-EQUIP		0.2										
SOFTWARE		13.8										
FLIGHT TEST												
OGC		1.3		1.5		0.7						
FLT LINE LOADER		0.4										
INSTALLATION OF HARDWARE												
FY-96 2 KITS	[2]	0.3										
FY-97 61 KITS	[8]	0.7	[39]	1.5	[14]	0.6						
TOTAL INSTALL	10	1.0	39	1.5	14	0.6						
TOTAL COST (BP-1100)	63	55.8		6.0		2.2						

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 10 Months Follow-On Lead Time: 7 Months

Fact Sheet: C-141 MN-3150 NAVSTAR GLOBAL POSITIONING SYSTEM (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										0.2
PROCUREMENT (3010)										
INSTALL KITS									62	5.7
KITS NONRECUR									1	8.1
EQUIPMENT									[62]	13.6
EQUIP NONREC										1.3
CHANGE ORDERS										0.9
DATA										1.7
SIM/TRAINER									[6]	10.6
SUPPORT-EQUIP										0.2
SOFTWARE										13.8
FLIGHT TEST										1.1
OGC										3.5
FLT LINE LOADER										0.4
INSTALLATION OF HARDWARE										
FY-96 2 KITS									[2]	0.3
FY-97 61 KITS									[61]	2.7
TOTAL INSTALL									63	3.1
TOTAL COST (BP-1100)									63	64.0

(Totals may not add due to rounding)

Milestones

	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)				04/96	12/96	08/97		
Delivery Date (Month/CY)				02/97	07/97	03/98		

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00		
Quarters	1	2	3	4	1	2	3	4	1	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	7	6	8	5	13	3	5	7	4	3			
Output																				1		1	1		4	3	1	15	19	17	1	

FY 2000 PBR
Modification Title and No: AIRLIFT DEFENSIVE SYSTEMS MN-3455 CLC: C-141 Class P

Models of Aircraft Affected: C-141B/C Center: WR-ALC PE 0401118F Team MOBIL

Description/Justification

The C-141 users have a mission requirement for electronic warfare defensive systems which will improve aircrew survivability. The electronic warfare defensive systems will consist of a missile warning receiver and a flare and chaff dispenser. (C-141, MN 3455 has flare capability only).
This mod is baselined with mod #s 13627B, 13652B and 3150.

Aircraft Breakdown: Active 11, Reserve 45, ANG 18

Development Status

In FY97, 11 Gp A kits were bought; however, one kit was consumed in lab testing.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.0										
PROCUREMENT (3010)												
INSTALL KITS	72	4.3										
KITS NONRECUR	2	1.4										
EQUIPMENT	[74]	8.0										
EQUIP NONREC												
CHANGE ORDERS				1.1								
DATA		0.3										
SIM/TRAINER	[15]	1.0										
SUPPORT-EQUIP		3.5										
OGC												
MISC	[1]											
INSTALLATION OF HARDWARE												
FY-94 22 KITS	[22]	1.6										
FY-95 23 KITS	[12]	1.5	[11]	1.5								
FY-96 19 KITS			[10]	2.3								
FY-97 10 KITS			[3]	0.3	[16]	0.9						
TOTAL INSTALL	34	3.1	24	4.1	16	0.9						
TOTAL COST (BP-1100)	74	21.6		5.2		0.9						

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM
Initial Lead Time: 1 Month Follow-On Lead Time: 6 Months

Fact Sheet: C-141 MN-3455 AIRLIFT DEFENSIVE SYSTEMS (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										2.0
PROCUREMENT (3010)										
INSTALL KITS									72	4.3
KITS NONRECUR									2	1.4
EQUIPMENT									[74]	8.0
EQUIP NONREC										
CHANGE ORDERS										1.1
DATA										0.3
SIM/TRAINER									[15]	1.0
SUPPORT-EQUIP										3.5
OGC										
MISC									[1]	
INSTALLATION OF HARDWARE										
FY-94 22 KITS									[22]	1.6
FY-95 23 KITS									[23]	2.9
FY-96 19 KITS									[10]	2.3
FY-97 10 KITS									[19]	1.2
TOTAL INSTALL									74	8.0
TOTAL COST (BP-1100)									74	27.6

(Totals may not add due to rounding)

Milestones

	FY-90	FY-91	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)					03/95	09/96	09/96	12/96	06/98		
Delivery Date (Month/CY)					04/95	03/97	03/97	06/97	12/98		

Installation Schedule

	FY-90				FY-91				FY-92				FY-93				FY-94				FY-95				FY-96				FY-97		
Quarters	1	2	3	4	1	2	3	4	1	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	23						2	1	4
Output																							4	23							2	1

	FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input	3	6	4	11	2	3	4	5	2			
Output	4	3	6	4	11	2	3	4	5	2		

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: T-1 Mods				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$6.679	$7.595	$0.010	$0.000	$0.000	$0.000	$0.000	

This line item funds modifications to the T-1A aircraft. The T-1A is a missionized Beech 400A used in the Airlift/Tanker track of USAF Specialized Undergraduate Pilot Training (SUPT) for Air Education and Training Command (AETC). It is powered by two Pratt and Whitney JT15D-5 turbofan engines mounted on the aft fuselage producing 2,900 pounds of thrust each. Avionics include UHF and VHF radios, INS, TACAN, ADF, and two VOR/ILS. There are not any modifications funded in FY00.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	3150	NAVSTAR GLOBAL POSI	6.7	7.4	0.0							35.7
	Z88888	REPROGRAMMINGS		0.2								0.2
TOTAL FOR CLASS P			6.7	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.9
TOTAL FOR AIRCRAFT T-1			6.7	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 43	PAGE NO. 1	

FY 2000 PBR
Modification Title and No: NAVSTAR GLOBAL POSITIONING SYSTEM MN-3150 CLC: T-1 Class P

Models of Aircraft Affected: T-1 Center: ASC PE 0804741F Team PERSO

Description/Justification

The Navstar Global Positioning System (GPS) provides worldwide three-dimensional positioning/navigation for military aircraft. The system is composed of three segments: user equipment, satellites, and a control network. Satellites broadcast velocity and provide steering vectors to target locations. Control segment updates daily the navigation messages broadcast from the satellites.

Aircraft Breakdown: Active 180, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	103	16.8	29	5.0	47	6.8						
KITS NONRECUR	1	4.0										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER		0.6		0.9		0.5						
SUPPORT-EQUIP				0.1								
OGC		0.0		0.6		0.1						
OPTION 1		0.3										
INSTALLATION OF HARDWARE												
FY-96 63 KITS												
FY-97 41 KITS												
FY-98 29 KITS												
FY-99 47 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)	104	21.6	29	6.7	47	7.4		0.0				

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 0 Months Follow-On Lead Time: 0 Months

Fact Sheet: T-1 MN-3150 NAVSTAR GLOBAL POSITIONING SYSTEM (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									179	28.5
KITS NONRECUR									1	4.0
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										2.0
SUPPORT-EQUIP										0.1
OGC										0.7
OPTION 1										0.3
INSTALLATION OF HARDWARE										
FY-96 63 KITS										
FY-97 41 KITS										
FY-98 29 KITS										
FY-99 47 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)									180	35.7

(Totals may not add due to rounding)

Milestones

	FY-96
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

Installation Schedule

	FY-96			
Quarters	1	2	3	4
Input				
Output				

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: T-3 Mods				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$2.996	$0.095	$2.196	$3.471	$0.000	$0.000	$0.000	

The T-3 is a single engine, propeller driven, two seat (side-by-side), trainer used by AETC as a flight screener for Undergraduate Pilot Training. The overall goal of the modification budgeted in the FY00 is to enhance flight safety. The specific modification budgeted and programmed is below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P-S	3009T	T-3 FUEL SYSTEM MODI	2.9									6.2
	99999A	LOW COST SAFETY MO	0.1	0.1	0.1	0.1						0.6
TOTAL FOR CLASS P-S			3.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	6.8
P	4962	T-3 RECOVERY SYSTEM			2.1	3.4						5.5
	Z88888	REPROGRAMMINGS		0.0								-2.3
TOTAL FOR CLASS P			0.0	0.0	2.1	3.4	0.0	0.0	0.0	0.0	0.0	3.2
TOTAL FOR AIRCRAFT T-3			3.0	0.1	2.2	3.5	0.0	0.0	0.0	0.0	0.0	10.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 44	PAGE NO. 1	

FY 2000 PBR
Modification Title and No: T-3 FUEL SYSTEM MODIFICATION MN-3009T

CLC: T-3 Class P-S

Models of Aircraft Affected: T-3A

Center: OC-ALC

PE 0804748F Team PERSO

Description/Justification

Total rework of the fuel pickup and delivery system of the aircraft. Proposed to resolve uncommanded engine stoppages.

Aircraft Breakdown: Active 110, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	110	3.3										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.1								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.3								
OGC				0.3								
INSTALLATION OF HARDWARE												
FY-96 75 KITS			[75]	1.5								
FY-97 35 KITS			[35]	0.7								
TOTAL INSTALL			110	2.2								
TOTAL COST (BP-1100)	110	3.3		2.9								

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 1 Month

Follow-On Lead Time: 0 Months

Fact Sheet: T-3 MN-3009T T-3 FUEL SYSTEM MODIFICATION (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									110	3.3
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.1
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.3
OGC										0.3
INSTALLATION OF HARDWARE										
FY-96 75 KITS									[75]	1.5
FY-97 35 KITS									[35]	0.7
TOTAL INSTALL									110	2.2
TOTAL COST (BP-1100)									110	6.2

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98
Contract Date (Month/CY)			12/97
Delivery Date (Month/CY)			12/97

Installation Schedule

	FY-96				FY-97				FY-98			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input									20	90		
Output									20	90		

FY 2000 PBR
Modification Title and No: T-3 RECOVERY SYSTEM MN-4962

CLC: T-3 Class P

Models of Aircraft Affected: T-3A

Center: OC-ALC

PE 0804748F Team PERSO

Description/Justification

Modification represents the notional funding stream required to implement AF/CC direction to modify the T-3A with a recovery system prior to unrestricted use.

Aircraft Breakdown: Active 110, Reserve 0, ANG 0

Development Status

Contractor report due 30 Nov 98.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									109	0.3		
KITS NONRECUR							1	0.1				
EQUIPMENT							[27]	1.0	[82]	2.9		
EQUIP NONREC							[1]	0.1				
CHANGE ORDERS												
DATA								0.1				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC								0.9				
INSTALLATION OF HARDWARE												
FY-00 1 KITS									[28]	0.1		
FY-01 109 KITS									[82]	0.1		
TOTAL INSTALL									110	0.1		
TOTAL COST (BP-1100)							1	2.1	109	3.4		

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

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

Fact Sheet: T-3 MN-4962 T-3 RECOVERY SYSTEM (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									109	0.3
KITS NONRECUR									1	0.1
EQUIPMENT									[109]	3.9
EQUIP NONREC									[1]	0.1
CHANGE ORDERS										
DATA										0.1
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.9
INSTALLATION OF HARDWARE										
FY-00 1 KITS									[28]	0.1
FY-01 109 KITS									[82]	0.1
TOTAL INSTALL									110	0.1
TOTAL COST (BP-1100)									110	5.5

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input					28	28	27	27				
Output						28	28	27	27			

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: T-38				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$7.192	$50.427	$94.487	$147.079	$143.674	$167.230	$169.050	$115.294

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 FY00 is the Avionics Upgrade. 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-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P-S	10206A	FUS STA 325 BULKHEAD	3.4	13.6	3.7	2.1						53.2
	14207B	COCKPIT ENCLOSURE (	2.8	1.4	4.2							70.7
	19205A	BIRD IMPACT RESISTAN	0.9									23.1
	99999A	LOW COST SAFETY MO	0.1	0.8	0.0	0.8	0.2	0.1	0.0	0.0		3.5
TOTAL FOR CLASS P-S			7.2	15.8	7.9	2.9	0.2	0.1	0.0	0.0	0.0	150.6
P	6029	AVIONICS UPGRADE		34.6	85.7	89.1	84.1	107.6	109.2	55.6	27.8	593.8
	6034	PROPULSION SYSTEM E			0.5	5.8	7.1	7.3	7.5	7.6	46.6	82.5
	6041	J85-5 ENGINE MODERNI				40.7	43.6	41.8	41.7	41.2	280.5	489.5
	6043	ENGINE AIR INLET & 332			0.4	8.6	8.7	10.4	10.6	10.9	71.5	121.1
	99999X	LOW COST MODIFICATI							0.0	0.0		0.0
TOTAL FOR CLASS P			0.0	34.6	86.6	144.2	143.5	167.1	169.0	115.3	426.4	1,286.8
TOTAL FOR AIRCRAFT T-38			7.2	50.4	94.5	147.1	143.7	167.2	169.1	115.3	426.4	1,437.4

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 45	PAGE NO. 1	

FY 2000 PBR

Modification Title and No: FUS STA 325 BULKHEAD FORMER CHANGEOUT MN-10206A

CLC: T-38 Class P-S

Models of Aircraft Affected: T-38

Center: SA-ALC

PE 0804741F Team PERSO

Description/Justification

Aircraft is developing cracks in six locations on the 325 former. Repairs only retard crack growth. Data indicates crack growth will be beyond safety limits. Stress corrosion cracking is unpredictable. Install schedule has slip two years due to initial contract award from Apr 94 to Jan 94 and (1) Contract Field Team space reduce to one hanger 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 FY00. FY97 Funds provided by BTR for additional 39 Aircraft (Regeneration). One additional aircraft will be withdrawn from AMARC. FMS will pay AF for lost of aircraft per Lease Agreement

Aircraft Breakdown: Active 517, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	517	13.1										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-93 166 KITS	[166]	17.4										
FY-94 201 KITS			[42]	3.4	[75]	13.6	[84]	2.5				
FY-95 32 KITS							[32]	0.9				
FY-96 57 KITS							[9]	0.3	[48]	1.0		
FY-97 61 KITS									[61]	1.1		
TOTAL INSTALL	166	17.4	42	3.4	75	13.6	125	3.7	109	2.1		
TOTAL COST (BP-1100)	517	30.5		3.4		13.6		3.7		2.1		

(Totals may not add due to rounding)

Method of Implementation: OVERHAUL/CFT

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

Fact Sheet: T-38 MN-10206A FUS STA 325 BULKHEAD FORMER CHANGEOUT (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									517	13.1
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-93 166 KITS									[166]	17.4
FY-94 201 KITS									[201]	19.4
FY-95 32 KITS									[32]	0.9
FY-96 57 KITS									[57]	1.2
FY-97 61 KITS									[61]	1.1
TOTAL INSTALL									517	40.1
TOTAL COST (BP-1100)									517	53.2

(Totals may not add due to rounding)

Milestones

	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)	03/94	03/94	06/95	12/95	09/97					
Delivery Date (Month/CY)	03/95	03/96	06/97	12/97	12/00					

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											1	2	13	13	13	13	17	18	18	17	20	20	20	23	19	19	19	18	31	31	32	31
Output												1	2	13	13	13	13	17	18	18	17	20	20	20	23	19	19	19	18	31	31	32

	FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4
Input	28	27	27	27				
Output	31	28	27	27	27			

FY 2000 PBR
Modification Title and No: COCKPIT ENCLOSURE (PC) MN-14207B

CLC: T-38 Class P-S

Models of Aircraft Affected: T-38

Center: SA-ALC

PE 0804741F Team PERSO

Description/Justification

Fatigue cracks combined with corrosion are being found in the cockpit longeron at an increasing rate. The damage is also being found around the canopy hook slots and longeron splice. The critical nature of the structural components limits the type and number of authorized repairs before loss of structural integrity leading to catastrophic failure of structural components and/or loss of personnel. This modification will redesign and strengthen the aging structural components, incorporate a new canopy latching system, and strengthen other structurally related areas/components. Install schedule slippage due to same factors as the 325 Bulkhead mod. Installs for 2 non-recur kits funded with non-recur line. FY97 funds BTR from other program for 39 additional aircraft (Regeneration). One additional aircraft will be withdrawal from AMARC to bring the total regeneration aircraft to 40.

Aircraft Breakdown: Active 517, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	515	15.0										
KITS NONRECUR	2	0.4										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.2										
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-90 25 KITS	[25]	2.2										
FY-91 125 KITS	[125]	17.3										
FY-92 207 KITS	[207]	20.4										
FY-93 19 KITS	[19]	2.3										
FY-94 67 KITS	[35]	4.5	[32]	1.4								
FY-95 13 KITS			[13]	1.3								
FY-97 61 KITS			[3]	0.2	[15]	1.4	[43]	4.2				
TOTAL INSTALL	411	46.7	48	2.8	15	1.4	43	4.2				
TOTAL COST (BP-1100)	517	62.3		2.8		1.4		4.2				

(Totals may not add due to rounding)

Method of Implementation: OVERHAUL/CFT

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

Fact Sheet: T-38 MN-14207B COCKPIT ENCLOSURE (PC) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									515	15.0
KITS NONRECUR									2	0.4
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.2
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-90 25 KITS									[25]	2.2
FY-91 125 KITS									[125]	17.3
FY-92 207 KITS									[207]	20.4
FY-93 19 KITS									[19]	2.3
FY-94 67 KITS									[67]	5.9
FY-95 13 KITS									[13]	1.3
FY-97 61 KITS									[61]	5.8
TOTAL INSTALL									517	55.2
TOTAL COST (BP-1100)									517	70.7

(Totals may not add due to rounding)

Milestones

	FY-90	FY-91	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)	06/90	06/91	12/91	12/92	12/93	12/94		09/97			
Delivery Date (Month/CY)	06/92	06/93	12/93	12/94	12/95	12/96		12/98			

Installation Schedule

	FY-90				FY-91				FY-92				FY-93				FY-94				FY-95				FY-96				FY-97			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											3	2	1	3	20	38	23	23	23	22	34	35	35	34	12	13	13	15	15	14	14	14
Output												2	3	1	3	20	38	23	23	23	22	34	35	35	34	12	13	13	15	15	14	14

	FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input	15	14	15	9	1		4	10	20	20	3	
Output	14	15	14	15	9	1		4	10	20	20	3

FY 2000 PBR
Modification Title and No: AVIONICS UPGRADE MN-6029

CLC: T-38 Class P

Models of Aircraft Affected: T-38

Center: SA-ALC

PE 0804741F Team PERSO

Description/Justification

Since 1962, when A/T-38s entered service, avionics technology has been revolutionized. Current bombers and fighters have more complex avionics systems. Lacking these systems, we cannot use A/T-38s to train standard avionics and cockpit management skills. Current avionics suites have low reliability and maintainability rates. The upgrade includes a glass cockpit, with HUD, resembling current and proposed bombers and fighters, and GPS/INS to meet Congressional mandates. These changes eliminate the A/T-38s training deficiencies. The upgrade also includes 35 Aircrew Training Devices (ATDs - 3 Types) for complete training systems. Change orders are reserved for significant, evolving FAA, NAS, GPS, and TCAS requirements. FY99 Production costs include nonrecurring, fixed costs to startup installation line. OGC are PMA costs only and include training, travel, support contracts, supplies, and computer support. Effort includes contractor proposed 6 year full system warranty measured by essential performance parameters. Misc is OBGS-Onboard Oxygen Gen System.

Aircraft Breakdown: Active 509, Reserve 0, ANG 0

Development Status

FY 98 - Completed 2 EMD prototypes and ATD FDR. performed ground testing, and first flight (Jul). On schedule to conduct DT&E Testing (Aug-Oct). FY99: Conduct IOT&E, FCA and PRR (Oct-Dec). Milestone IIIB approval and production (FEB). Modify 2 ATDs - complete contractor tests, and move ATDs to first base. FY00: Complete ATD acceptance testing. FY99/00 RDT&E funding primarily for ATD - $2M for Avionics Tests, and milestone prep. Concurrent ATD Design is low risk - using original T-51 Shell, aero/handling qualities models, and aircraft OFP software with ATD unique functions, and visual systems.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		37.8		14.8		11.2		1.5				
PROCUREMENT (3010)												
INSTALL KITS					25	1.9	72	3.0	82	3.4	82	3.0
KITS NONRECUR												
EQUIPMENT					[25]	14.1	[72]	39.1	[82]	44.0	[82]	43.8
EQUIP NONREC						3.0		7.4		7.7		7.3
CHANGE ORDERS						0.1		0.1		0.1		0.1
DATA					[2]	3.7	[8]	22.6	[6]	19.7	[3]	16.7
SIM/TRAINER						1.5		0.9		0.8		0.6
SUPPORT-EQUIP						0.2		3.5		3.5		3.5
WARRANTY												
OGC												
INSTALLATION OF HARDWARE												
FY-99 25 KITS					[6]	10.1	[19]	3.5				
FY-00 72 KITS							[30]	5.6	[42]	4.9		
FY-01 82 KITS									[42]	5.0	[40]	4.4
FY-02 82 KITS											[44]	4.8
FY-03 93 KITS												
FY-04 91 KITS												
FY-05 43 KITS												
FY-06 21 KITS												
TOTAL INSTALL					6	10.1	49	9.2	84	9.9	84	9.2
TOTAL COST (BP-1100)					25	34.6	72	85.7	82	89.1	82	84.1

(Totals may not add due to rounding)

Fact Sheet: T-38 MN-6029 AVIONICS UPGRADE

(Continued)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Fact Sheet: T-38 MN-6029 AVIONICS UPGRADE

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										65.4
PROCUREMENT (3010)										
INSTALL KITS	93	3.6	91	4.0	43	2.0	21	1.0	509	21.9
KITS NONRECUR										
EQUIPMENT	[93]	49.6	[91]	48.8	[43]	30.2	[21]	14.7	[509]	284.3
EQUIP NONREC										
CHANGE ORDERS		9.4		9.6		4.7		2.0		51.0
DATA		0.3		0.5		0.1				1.1
SIM/TRAINER	[6]	28.8	[9]	33.1		4.1			[34]	128.6
SUPPORT-EQUIP										
WARRANTY		0.5		0.3		0.7		0.3		5.5
OGC		3.6		3.6		3.6		5.4		26.9
INSTALLATION OF HARDWARE										
FY-99 25 KITS									[25]	13.6
FY-00 72 KITS									[72]	10.6
FY-01 82 KITS									[82]	9.3
FY-02 82 KITS	[38]	4.9							[82]	9.7
FY-03 93 KITS	[53]	6.9	[40]	4.5					[93]	11.4
FY-04 91 KITS			[44]	5.0	[47]	5.5			[91]	10.4
FY-05 43 KITS					[42]	4.9	[1]	0.2	[43]	5.1
FY-06 21 KITS							[21]	4.2	[21]	4.2
TOTAL INSTALL	91	11.8	84	9.5	89	10.4	22	4.4	509	74.3
TOTAL COST (BP-1100)	93	107.6	91	109.2	43	55.6	21	27.8	509	593.8

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)				03/99	12/99	12/00	12/01	12/02	12/03	12/04	12/05
Delivery Date (Month/CY)				09/99	06/00	06/01	06/02	06/03	06/04	06/05	06/06

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	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	16	21	21	21	21	21	21	21	21	21	22	23	23	23
Output																			12	18	21	21	21	21	21	21	21	21	21	22	23	23	23

	FY-04				FY-05				FY-06			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input	21	21	21	21	22	23	23	21	21	1		
Output	23	22	22	21	22	23	23	21	21	1		

FY 2000 PBR

Modification Title and No: PROPULSION SYSTEM EJECTOR NOZZLE UPGRADE MN-6034

CLC: T-38 Class P

Models of Aircraft Affected: T-38

Center: SA-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 Upgrade. Modernizing the current T-38 Propulsion System will improve aircraft availability to support pilot production. A seperate P-3A document is provide for each of these efforts.

Propulsion System Ejector Nozzle Upgrade: Change to the Ejector Nozzle is necessary to offset fuel burn penalties resulting from Air Induction Inlet modification. The Ejector Nozzle modification will increase pilot production capacity by allowing more training events per sortie provided by ejector nozzle fuel efficiencies. The Ejector Nozzle modification will also provide positive peformance gains at cruise and military power. Fuel burn and/or net thrust increases will be achieved; range extension or extended loiter time; MIL power thrust gain improves agility and lowers time to climb; larger stall free maneuver envelope; no impact to aerodynamics. Ejector Nozzle Upgrade will be commercially developed.

Aircraft Breakdown: Active 509, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR							1	0.1	40	5.3	48	6.5
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS										0.2		0.3
DATA								0.3				
SIM/TRAINER												
SUPPORT-EQUIP												
TOOLING								0.1				
OGC										0.2		0.3
INSTALLATION OF HARDWARE												
FY-00 1 KITS									[1]	0.0		
FY-01 40 KITS											[27]	0.1
FY-02 48 KITS												
FY-03 48 KITS												
FY-04 48 KITS												
FY-05 48 KITS												
FY-06 80 KITS												
FY-07 80 KITS												
FY-08 80 KITS												
FY-09 36 KITS												
TOTAL INSTALL									1		27	0.1
TOTAL COST (BP-1100)							1	0.5	40	5.8	48	7.1

Fact Sheet: T-38 MN-6034 PROPULSION SYSTEM EJECTOR NOZZLE UPGRADE (Continued)

Projected Financial Plan Continued

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE Continued												
(Totals may not add due to rounding)												

Method of Implementation: CONTRACT FIELD TEAM

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

Fact Sheet: T-38 MN-6034 PROPULSION SYSTEM EJECTOR NOZZLE UPGRADE (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR	48	6.6	48	6.7	48	6.9	276	41.8	509	73.9
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS		0.3		0.3		0.3		1.7		3.0
DATA										0.3
SIM/TRAINER										
SUPPORT-EQUIP										
TOOLING										0.1
OGC		0.3		0.3		0.3		1.7		3.0
INSTALLATION OF HARDWARE										
FY-00 1 KITS									[1]	
FY-01 40 KITS	[13]	0.1							[40]	0.2
FY-02 48 KITS	[28]	0.1	[20]	0.1					[48]	0.2
FY-03 48 KITS			[28]	0.1	[20]	0.1			[48]	0.2
FY-04 48 KITS					[28]	0.1	[20]	0.1	[48]	0.2
FY-05 48 KITS							[48]	0.2	[48]	0.2
FY-06 80 KITS							[80]	0.3	[80]	0.3
FY-07 80 KITS							[80]	0.3	[80]	0.3
FY-08 80 KITS							[80]	0.3	[80]	0.3
FY-09 36 KITS							[36]	0.2	[36]	0.2
TOTAL INSTALL	41	0.2	48	0.2	48	0.2	344	1.4	509	2.1
TOTAL COST (BP-1100)	48	7.3	48	7.5	48	7.6	276	46.6	509	82.5

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-00				FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							1			9	9	9	10	10	10	11	12	12	12	12	12	12	12	12	12	12	12	12	20	20	20	20
Output									1		9	9	9	10	10	10	11	12	12	12	12	12	12	12	12	12	12	12	12	20	20	20

	FY-08				FY-09				FY-10			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input	20	20	20	20	20	20	20	20	20	20	16	
Output	20	20	20	20	20	20	20	20	20	20	20	16

FY 2000 PBR
Modification Title and No: J85-5 ENGINE MODERNIZATION MN-6041

CLC: T-38 Class P

Models of Aircraft Affected:

Center: SA-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 Upgrade. Modernizing the current T-38 Propulsion System will improve aircraft availability to support pilot production. A seperate P-3A document is provide for each of these efforts.

J85-5 Engine Moderization: Improving engine components will decrease risk of engine failure, decrease threat to pilot production, and increase overall aircraft safety. Engine is developing rotor corrosion pitting/cracking problem; two class A related findings to engine rotor; fleet safety is currently above PPGM risk threshold. More reliable engine components will decrease maintenance man-hours and overall T-38 system support costs. Engine Moderization kits will be installed on engines at the Engine Regional Repair Center and Jet Engine Intermediate Maintenance facilities in conjunction with regularly scheduled maintenance.

Aircraft Breakdown: Active 1202, Reserve 0, ANG 0

Development Status

Propulsion Engine Components: The Engine moderization includes a new commercially designed Spooled Compressor rotor, and other components developed under the USAF Component Improvement Program (CIP), and tested specifically to solve J85 engine deficiencies. All parts including the Spool Rotor will be qualification tested prior to being included into the Engine modification kits.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									119	39.1	123	41.9
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS										1.2		1.3
DATA										0.1		
SIM/TRAINER												
SUPPORT-EQUIP												
OGC										0.4		0.4
INSTALLATION OF HARDWARE												
FY-01 119 KITS											[119]	
FY-02 123 KITS												
FY-03 113 KITS												
FY-04 108 KITS												
FY-05 102 KITS												
FY-06 185 KITS												
FY-07 185 KITS												
FY-08 185 KITS												
FY-09 82 KITS												
TOTAL INSTALL											119	
TOTAL COST (BP-1100)									119	40.7	123	43.6

Fact Sheet: T-38 MN-6041 J85-5 ENGINE MODERNIZATION (Continued)

Projected Financial Plan Continued

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE Continued												
(Totals may not add due to rounding)												

Method of Implementation: OVERHAUL/CFT

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

Fact Sheet: T-38 MN-6041 J85-5 ENGINE MODERNIZATION (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	113	40.2	108	40.1	102	39.6	637	269.8	1,202	470.6
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS		1.2		1.2		1.2		8.1		14.1
DATA										0.1
SIM/TRAINER										
SUPPORT-EQUIP										
OGC		0.4		0.4		0.4		2.7		4.7
INSTALLATION OF HARDWARE										
FY-01 119 KITS									[119]	
FY-02 123 KITS	[123]								[123]	
FY-03 113 KITS			[113]						[113]	
FY-04 108 KITS					[108]				[108]	
FY-05 102 KITS							[102]		[102]	
FY-06 185 KITS							[185]		[185]	
FY-07 185 KITS							[185]		[185]	
FY-08 185 KITS							[185]		[185]	
FY-09 82 KITS							[82]		[82]	
TOTAL INSTALL	123		113		108		739		1,202	
TOTAL COST (BP-1100)	113	41.8	108	41.7	102	41.2	637	280.5	1,202	489.5

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-00				FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										39	40	40	30	31	31	31	28	28	29	28	27	27	27	27	25	25	26	26	46	46	46	47
Output											39	40	40	30	31	31	31	28	28	29	28	27	27	27	27	25	25	26	26	46	46	46

	FY-08				FY-09				FY-10			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input	47	46	46	46	47	46	46	46	46	36		
Output	47	47	46	46	46	47	46	46	46	46	36	

FY 2000 PBR

Modification Title and No: ENGINE AIR INLET & 332 FORMER/362 BULKHEAD REPLACEMENT MN-6043

CLC: T-38 Class P

Models of Aircraft Affected: T-38

Center: SA-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 Upgrade. Modernizing the current T-38 Propulsion System will improve aircraft availability to support pilot production. A seperate P-3A document is provide for each of these efforts.

Propulsion System Air Induction Inlet/332 Former/362 Bulkhead Replacement: The modified inlet and nacelle, when combined with the Ejector Nozzle Upgrade, will decrease sorties lost to Category III runway conditions by improving takeoff performance. Aircraft is developing stress corrosion cracks in propulsion system inlet area 332 former and 362 bulkhead. Replacement of these components is inenvitable. The inlet modification provides accessibility and is cost effective to replace at this time. Repairs only retard growth; data indicates crack growth will be beyond safety limits; stress corrosion cracking is unpredictable. Inlet modification is being developed and tested on T-38 aircraft owned by NASA. Bulkhead and formers are already developed.

Aircraft Breakdown: Active 509, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									40	4.4	48	5.4
KITS NONRECUR							1	0.1				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS										0.4		0.4
DATA								0.1				
SIM/TRAINER												
SUPPORT-EQUIP												
SOFTWARE										2.3		
TESTING										0.8		
TOOLING								0.1				
OGC										0.3		0.3
INSTALLATION OF HARDWARE												
FY-00 1 KITS									[1]	0.3		
FY-01 40 KITS											[27]	2.6
FY-02 48 KITS												
FY-03 48 KITS												
FY-04 48 KITS												
FY-05 48 KITS												
FY-06 80 KITS												
FY-07 80 KITS												
FY-08 80 KITS												
FY-09 36 KITS												

Projected Financial Plan Continued

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE Continued												
TOTAL INSTALL									1	0.3	27	2.6
TOTAL COST (BP-1100)							1	0.4	40	8.6	48	8.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

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

Fact Sheet: T-38 MN-6043 ENGINE AIR INLET & 332 FORMER/362 BULKHEAD REPLACEMENT (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS	48	5.5	48	5.7	48	5.8	276	35.1	508	61.9
KITS NONRECUR									1	0.1
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS		0.5		0.5		0.5		2.6		4.9
DATA										0.1
SIM/TRAINER										
SUPPORT-EQUIP										
SOFTWARE										2.3
TESTING										0.8
TOOLING										0.1
OGC		0.4		0.4		0.4		2.1		3.9
INSTALLATION OF HARDWARE										
FY-00 1 KITS									[1]	0.3
FY-01 40 KITS	[13]	1.1							[40]	3.6
FY-02 48 KITS	[28]	2.9	[20]	1.7					[48]	4.6
FY-03 48 KITS			[28]	2.4	[20]	1.7			[48]	4.1
FY-04 48 KITS					[28]	2.4	[20]	1.8	[48]	4.2
FY-05 48 KITS							[48]	4.3	[48]	4.3
FY-06 80 KITS							[80]	7.3	[80]	7.3
FY-07 80 KITS							[80]	7.5	[80]	7.5
FY-08 80 KITS							[80]	7.9	[80]	7.9
FY-09 36 KITS							[36]	2.9	[36]	2.9
TOTAL INSTALL	41	4.0	48	4.1	48	4.2	344	31.7	509	46.9
TOTAL COST (BP-1100)	48	10.4	48	10.6	48	10.9	276	71.5	509	121.1

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-00				FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input						1				9	9	9	10	10	10	11	12	12	12	12	12	12	12	12	12	12	12	12	20	20	20	20
Output								1			9	9	9	10	10	10	11	12	12	12	12	12	12	12	12	12	12	12	12	20	20	20

	FY-08				FY-09				FY-10			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input	20	20	20	20	20	20	20	20	20	20	16	
Output	20	20	20	20	20	20	20	20	20	20	20	16

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: T-41				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$0.096	$0.095	$0.091	$0.091	$0.092	$0.092	$0.094	$0.096

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. The overall goal of the modification budgeted in FY00 is to enhance flight safety while improving reliability and maintainability. The specific modification budgeted and programmed is below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.9
	Z88888	REPROGRAMMINGS		0.0								-0.0
TOTAL FOR CLASS P			0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.9
TOTAL FOR AIRCRAFT T-41			0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.9

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: T-43				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$5.667	$2.227	$0.721	$3.583	$3.824	$0.338	$7.387	$10.965

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 FY00 is the Fight Data Recorder/Cockpit Voice Recorder (FDR/CVR). 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-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	3149F	FLIGHT DATA RECORDE	2.6	1.6								7.7
	3149T	TRAFFIC ALERT & COLLI							1.7	6.5		11.3
	3150	NAVSTAR GLOBAL POSI		3.5								8.9
	9605	INMARSAT AND SATCO	1.9									1.9
	99999S	SERVICE BULLETINS	1.2	0.4	0.7	0.4	0.3	0.2	1.9	1.5		6.6
	99999X	LOW COST MODIFICATI		0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.8
	TAWS	TERRAIN AWARENESS				3.1	3.5		3.7	2.9		13.1
	Z88888	REPROGRAMMINGS		-3.4								-3.4
TOTAL FOR CLASS P			5.7	2.2	0.7	3.6	3.8	0.3	7.4	11.0	0.0	47.9
TOTAL FOR AIRCRAFT T-43			5.7	2.2	0.7	3.6	3.8	0.3	7.4	11.0	0.0	47.9

Totals may not add due to rounding.

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FY 2000 PBR

Modification Title and No: FLIGHT DATA RECORDER & COCKPIT VOICE RECORDER MN-3149F

CLC: T-43 Class P

Models of Aircraft Affected: CT/T-43, DV/TRAINING AIRCRAFT

Center: OC-ALC

PE 0804742F Team PERSO

Description/Justification

The navigation and safety modification installs digital Flight Data Recorders and Cockpit Voice Recorders which will provide a valuable aid in providing post-mishap information concerning the pre-mishap pilot actions and aircraft system status. Two prototypes are required due to the different avionics equipmant and cockpit layout of the T-43s and the CT-43. Prototype funding includes installation cost for one FY98 installastion (T-43) and one FY99 installation (CT-43).

Aircraft Breakdown: Active 11, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			7	0.9	2	0.3						
KITS NONRECUR	2	1.3										
EQUIPMENT		0.2	[7]	0.9	[2]	0.3						
EQUIP NONREC	[2]	1.0										
CHANGE ORDERS												
DATA		1.0		0.6		0.4						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-96 2 KITS			[2]									
FY-98 7 KITS			[2]	0.2	[5]	0.5						
FY-99 2 KITS					[2]	0.2						
TOTAL INSTALL			4	0.2	7	0.7						
TOTAL COST (BP-1100)	2	3.5	7	2.6	2	1.6						

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 24 Months

Follow-On Lead Time: 3 Months

Fact Sheet: T-43 MN-3149F FLIGHT DATA RECORDER & COCKPIT VOICE RECORDER

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									9	1.1
KITS NONRECUR									2	1.3
EQUIPMENT									[9]	1.3
EQUIP NONREC									[2]	1.0
CHANGE ORDERS										
DATA										2.1
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-96 2 KITS									[2]	
FY-98 7 KITS									[7]	0.7
FY-99 2 KITS									[2]	0.2
TOTAL INSTALL									11	0.9
TOTAL COST (BP-1100)									11	7.7

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98	FY-99
Contract Date (Month/CY)	03/96		09/98	03/99
Delivery Date (Month/CY)	03/98		09/98	03/99

Installation Schedule

	FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										2	1	1	1	2	2	2
Output										2	1	1	1	2	2	2

FY 2000 PBR
Modification Title and No: NAVSTAR GLOBAL POSITIONING SYSTEM MN-3150 CLC: T-43 Class P

Models of Aircraft Affected: CT/T-43, DV/TRAINING AIRCRAFT Center: OC-ALC PE 0804742F Team PERSO

Description/Justification

This navigation and safety modification will install dual Litton 410 flight management systems and Trimble GPS receivers and antennas. This modification is applicable to all T/CT-43 aircraft but only the CT-43 requires P code capability. Two prototypes are required due to the different avionics equipment and cockpit layout on T-43s and CT-43s. The retrofit kit to be purchased in FY98 is to add FAA certified P code capability to the CT-43 aircraft which was not available at the time the prototype GPS was installed. Prototype funding includes the cost of the two FY 97 installations.

Aircraft Breakdown: Active 11, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	9	1.1										
KITS NONRECUR	2	1.3										
EQUIPMENT	[9]	0.8										
EQUIP NONREC	[2]	0.7										
CHANGE ORDERS												
DATA		1.5										
SIM/TRAINER												
SUPPORT-EQUIP					[1]	2.1						
INSTALLATION OF HARDWARE												
FY-95 2 KITS	[2]											
FY-97 9 KITS					[9]	1.4						
TOTAL INSTALL	2				9	1.4						
TOTAL COST (BP-1100)	11	5.4				3.5						

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

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

Fact Sheet: T-43 MN-3150 NAVSTAR GLOBAL POSITIONING SYSTEM

Projected Financial Plan (Continued)

(Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									9	1.1
KITS NONRECUR									2	1.3
EQUIPMENT									[9]	0.8
EQUIP NONREC									[2]	0.7
CHANGE ORDERS										
DATA										1.5
SIM/TRAINER										
SUPPORT-EQUIP									[1]	2.1
INSTALLATION OF HARDWARE										
FY-95 2 KITS									[2]	
FY-97 9 KITS									[9]	1.4
TOTAL INSTALL									11	1.4
TOTAL COST (BP-1100)									11	8.9

(Totals may not add due to rounding)

Milestones

	FY-95	FY-96	FY-97	FY-98	FY-99
Contract Date (Month/CY)	02/95		02/98		
Delivery Date (Month/CY)	02/97		01/99		

Installation Schedule

	FY-95				FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										1	1						2	2	2	3
Output											1	1					2	2	2	3

FY 2000 PBR

Modification Title and No: INMARSAT AND SATCOM UPGRADE MN-9605

CLC: T-43 Class P

Models of Aircraft Affected: CT-43, DV AIRCRAFT

Center: OC-ALC

PE 0804742F Team PERSO

Description/Justification

Design/procure/nstall/test and provide data for multichannel commercial INMARSAT communications upgrades to US CINCSOUTH aircraft.

Aircraft Breakdown: Active 1, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	0.5								
KITS NONRECUR				0.7								
EQUIPMENT			[1]	0.2								
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.3								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-98 1 KITS			[1]	0.2								
TOTAL INSTALL			1	0.2								
TOTAL COST (BP-1100)			1	1.9								

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 3 Months

Follow-On Lead Time: 0 Months

Fact Sheet: T-43 MN-9605 INMARSAT AND SATCOM UPGRADE

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									1	0.5
KITS NONRECUR										0.7
EQUIPMENT									[1]	0.2
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.3
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-98 1 KITS									[1]	0.2
TOTAL INSTALL									1	0.2
TOTAL COST (BP-1100)									1	1.9

(Totals may not add due to rounding)

Milestones

	FY-98
Contract Date (Month/CY)	03/98
Delivery Date (Month/CY)	06/98

Installation Schedule

	FY-98			
Quarters	1	2	3	4
Input			1	
Output				1

FY 2000 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S

CLC: T-43 Class P

Models of Aircraft Affected: CT/T-43, DV/TRAINING AIRCRAFT

Center: OC-ALC

PE 0804742F Team PERSO

Description/Justification

Service Bulletins are issued to correct manufacturer identified deficiencies and are required to maintain FAA certification.

Aircraft Breakdown: Active 11, Reserve 0, ANG 0

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				1.2		0.4		0.7		0.4		0.3
TOTAL COST (BP-1100)				1.2		0.4		0.7		0.4		0.3

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Fact Sheet: T-43 MN-99999S SERVICE BULLETINS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP		0.2		1.9		1.5				6.6
TOTAL COST (BP-1100)		0.2		1.9		1.5				6.6

(Totals may not add due to rounding)

Milestones

	FY-92
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR
Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

CLC: T-43 Class P

Models of Aircraft Affected: CT/T-43, DV/TRAINING AIRCRAFT

Center: OC-ALC

PE 0804742F Team PERSO

Description/Justification

This Nav/Safety Phase II modification installs the Terrain Avoidance System (TAWS) on all CT/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). Two prototypes are required due to different avionics equipment and cockpit layout of the T-43s and CT-43 aircraft. FY01 prototype funding includes the installation cost for the FY02 installations.

Aircraft Breakdown: Active 11, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS											3	0.4
KITS NONRECUR									2	1.5		2.2
EQUIPMENT												
EQUIP NONREC									[2]	1.3		
CHANGE ORDERS												
DATA										0.3		
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												0.8
INSTALLATION OF HARDWARE												
FY-01 2 KITS												
FY-02 3 KITS												
FY-03 0 KITS												
FY-04 3 KITS												
FY-05 3 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)									2	3.1	3	3.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 15 Months

Follow-On Lead Time: 11 Months

Fact Sheet: T-43 MN-TAWS TERRAIN AWARENESS & WARNING SYS (TAWS) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS			3	1.6					6	2.0
KITS NONRECUR					3	0.8			5	4.6
EQUIPMENT			[3]	1.2	[3]	0.5			[6]	1.7
EQUIP NONREC									[2]	1.3
CHANGE ORDERS										
DATA				0.7						1.0
SIM/TRAINER										
SUPPORT-EQUIP										
OGC				0.1						0.9
INSTALLATION OF HARDWARE										
FY-01 2 KITS	[2]								[2]	
FY-02 3 KITS	[3]								[3]	
FY-03 0 KITS			[3]		[3]	1.5			[6]	1.5
FY-04 3 KITS										
FY-05 3 KITS										
TOTAL INSTALL	5		3		3	1.5			11	1.5
TOTAL COST (BP-1100)			3	3.7	3	2.9			11	13.1

(Totals may not add due to rounding)

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05
Contract Date (Month/CY)			03/01		12/02	12/03	
Delivery Date (Month/CY)			06/02		09/03	09/04	

Installation Schedule

	FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input															1	1					1	1	1		1	2	2	1
Output															1	1					1	1	1		1	2	2	1

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: KC-10				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$23.951	$54.455	$53.366	$42.357	$33.396	$23.060	$5.142	$3.833

This line item funds modifications to the KC-10 aircraft. The three engine KC-10 serves a dual-role by providing both air refueling and strategic airlift support. The aircraft provides air refueling by using both the boom and drogue methods and can carry up to 27 standard 463-L pallets. The primary modification budgeted in FY00 is the Global Air Traffic Management (GATM). 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-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO	0.1	0.1	0.0	0.5	0.0	0.1	0.1	0.1		1.4
TOTAL FOR CLASS P-S			0.1	0.1	0.0	0.5	0.0	0.1	0.1	0.1	0.0	1.4
P	3149T2	TCAS AND TAWS	6.3	15.6	13.2	6.0						41.2
	3150	NAVSTAR GLOBAL POSI	5.1	4.3	2.5							68.1
	4369	REPLACE PYLONS 1&3 F	3.3	2.3	3.8	3.3	1.1	1.0				14.9
	6046	L-BAND SATCOM	1.1									10.9
	9702	8.33 KHZ VHF RADIO	2.0	0.3								2.3
	9709	GLOBAL AIR TRAFFIC M		18.8	23.6	22.3	29.1	13.5				107.2
	9709B	AUTOMATED DEPENDE				3.5	2.2	6.2	3.1	1.8		16.9
	99999S	SERVICE BULLETINS	5.2	3.3	3.2	2.2	0.9	2.3	1.9	1.9		36.3
	99999X	LOW COST MODIFICATI	0.8	0.1	0.1	0.1	0.0	0.1	0.1	0.1		3.7
	SIM-10	SIMULATOR UPGRADE (		7.7	6.9	4.6						30.7
	Z88888	REPROGRAMMINGS		2.0								2.0
TOTAL FOR CLASS P			23.9	54.4	53.3	41.9	33.4	23.0	5.1	3.8	0.0	334.2
TOTAL FOR AIRCRAFT KC-10			24.0	54.5	53.4	42.4	33.4	23.1	5.1	3.8	0.0	335.6

Totals may not add due to rounding.

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FY 2000 PBR
Modification Title and No: TCAS AND TAWS MN-3149T2 CLC: KC-10 Class P
Models of Aircraft Affected: KC-10 Center: OC-ALC PE 0401219F Team MOBIL

Description/Justification

This Navigation/Safety mod satisfies requirements of both TCAS and TAWS. Traffic Alerting and Collision Avoidance Systems (TCAS Mode S) - Produces resolution advisory (RA) directing an aircraft maneuver, thus ensuring altitude separation at the closest point of approach. Displays a basic radar like picture of other transponder equipped aircraft's location and altitude relative to yours. The MODE S portion is an airborne digital data link which permits selective interrogation. Growth capability to Enhanced TCAS for station keeping formation flying. Terrain Avoidance Warning System (TAWS) increases crew awareness by providing warning of surrounding terrain. Using an existing navigation system, such as GPS, the aircraft's position is correlated with a database-driven terrain map which provides the pilot with real time awareness of the aircraft's position. Includes modification for 4 simulators and 2 cockpit procedural trainers (FY99/00). OSD directed program acceleration. (complete NLT FY01)

Aircraft Breakdown: Active 59, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			7	0.3	25	1.6	27	1.7				
KITS NONRECUR				1.5								
EQUIPMENT			[7]	1.6	[25]	6.3	[27]	6.8				
EQUIP NONREC				2.2								
CHANGE ORDERS												
DATA				0.2								
SIM/TRAINER			[1]	0.5	[3]	6.9	[1]	0.2	[1]	1.4		
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-98 7 KITS					[5]	0.8	[2]	0.3				
FY-99 25 KITS							[25]	4.3				
FY-00 27 KITS									[27]	4.6		
TOTAL INSTALL					5	0.8	27	4.6	27	4.6		
TOTAL COST (BP-1100)			7	6.3	25	15.6	27	13.2		6.0		

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 10 Months Follow-On Lead Time: 6 Months

Fact Sheet: KC-10 MN-3149T2 TCAS AND TAWS (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									59	3.7
KITS NONRECUR										1.5
EQUIPMENT									[59]	14.6
EQUIP NONREC										2.2
CHANGE ORDERS										
DATA										0.2
SIM/TRAINER									[6]	9.0
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-98 7 KITS									[7]	1.2
FY-99 25 KITS									[25]	4.3
FY-00 27 KITS									[27]	4.6
TOTAL INSTALL									59	10.0
TOTAL COST (BP-1100)									59	41.2

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)	03/98	01/99	01/00	
Delivery Date (Month/CY)	01/99	07/99	07/00	

Installation Schedule

	FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							1	4	7	7	7	6	7	7	7	6
Output							1	4	7	7	7	6	7	7	7	6

FY 2000 PBR
Modification Title and No: NAVSTAR GLOBAL POSITIONING SYSTEM MN-3150 CLC: KC-10 Class P
Models of Aircraft Affected: ALL Center: OC-ALC PE 0401219F Team MOBIL

Description/Justification

This Navigation and Safety mod is a space based radio navigation system that will provide suitably equipped host vehicles with highly accurate, jam-resistent, three dimensional position, velocity, and time data, worldwide in all weather to improve mission effectiveness. Modificiation also includes FMS-800 flight management system for GPS integration and electronic horizontal situation indicator (EHSI) for improved situational awareness. FY95-97 kits not installed until FY98-00 due to FAA certification delays. FY97 Sim/Trainer funds upgrade all training devices and courseware to A1C1 configuration. FY98 software integration required for AF Mission Support Sys (AFMSS) software changes.

Aircraft Breakdown: Active 59, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	59	14.6										
KITS NONRECUR		1.0										
EQUIPMENT	[59]	13.6										
EQUIP NONREC		7.0										
CHANGE ORDERS		1.2										
DATA		3.7										
SIM/TRAINER	[6]	13.1										
SUPPORT-EQUIP		1.1										
OGC		0.2		0.1								
SOFTWARE				1.5								
INSTALLATION OF HARDWARE												
FY-94 1 KITS	[1]	0.5										
FY-95 17 KITS	[1]	0.2	[16]	3.3								
FY-96 18 KITS			[1]	0.2	[17]	3.1						
FY-97 23 KITS					[7]	1.3	[16]	2.5				
TOTAL INSTALL	2	0.7	17	3.5	24	4.3	16	2.5				
TOTAL COST (BP-1100)	59	56.2		5.1		4.3		2.5				

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 12 Months Follow-On Lead Time: 21 Months

Fact Sheet: KC-10 MN-3150 NAVSTAR GLOBAL POSITIONING SYSTEM (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									59	14.6
KITS NONRECUR										1.0
EQUIPMENT									[59]	13.6
EQUIP NONREC										7.0
CHANGE ORDERS										1.2
DATA										3.7
SIM/TRAINER									[6]	13.1
SUPPORT-EQUIP										1.1
OGC										0.3
SOFTWARE										1.5
INSTALLATION OF HARDWARE										
FY-94 1 KITS									[1]	0.5
FY-95 17 KITS									[17]	3.5
FY-96 18 KITS									[18]	3.3
FY-97 23 KITS									[23]	3.8
TOTAL INSTALL									59	11.0
TOTAL COST (BP-1100)									59	68.1

(Totals may not add due to rounding)

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)	03/94	03/95	03/96	03/97			
Delivery Date (Month/CY)	03/95	12/96	12/97	12/98			

Installation Schedule

	FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input						1										1	1	4	6	6	6	6	6	6	6	5	5	
Output																1	1	1	4	6	6	6	6	6	6	6	5	5

FY 2000 PBR

Modification Title and No: REPLACE PYLONS 1&3 FORWARD MOUNT TRUSS ASSEMBLIE MN-4369 CLC: KC-10 Class P

Models of Aircraft Affected: KC-10A Center: OC-ALC PE 0401219F Team MOBIL

Description/Justification

Replacement of the KC-10 wing engine pylon with an improved updated engine mount truss fitting less prone to stress cracking. (Ref: AIRWORTHINESS DIRECTIVE 91-07-15, ALERT SERVICE BULLETIN 54-99). If not corrected, cracks could result in loss of structural integrity of the wing forward mount truss fitting and eventual separation of the engine.

Aircraft Breakdown: Active 45, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			12	2.7	11	2.3	12	2.6	10	2.2		
KITS NONRECUR				0.7								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-98 12 KITS							[12]	1.2				
FY-99 11 KITS									[11]	1.1		
FY-00 12 KITS											[12]	1.1
FY-01 10 KITS												
TOTAL INSTALL							12	1.2	11	1.1	12	1.1
TOTAL COST (BP-1100)			12	3.3	11	2.3	12	3.8	10	3.3		1.1

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 21 Months Follow-On Lead Time: 24 Months

Fact Sheet: KC-10 MN-4369 REPLACE PYLONS 1&3 FORWARD MOUNT TRUSS ASSEMBLIE (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									45	9.8
KITS NONRECUR										0.7
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-98 12 KITS									[12]	1.2
FY-99 11 KITS									[11]	1.1
FY-00 12 KITS									[12]	1.1
FY-01 10 KITS	[10]	1.0							[10]	1.0
TOTAL INSTALL	10	1.0							45	4.5
TOTAL COST (BP-1100)		1.0							45	14.9

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	1
Output									3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	1

FY 2000 PBR
Modification Title and No: 8.33 KHZ VHF RADIO MN-9702

CLC: KC-10 Class P

Models of Aircraft Affected: KC-10

Center: OC-ALC

PE 0401219F Team MOBIL

Description/Justification

This GATM Communication Modification will relieve the VHF spectrum congestion in Europe, channel spacing will be reduced to 8.33KHZ. Effective 1 Oct 99, all aircraft operating in airspace for which the 8.33KHZ channel spacing has been mandated, must have VHF radios capable of operating at the mandated spacing. Two 8.33KHZ radios are required for operation under the general requirement of the European Joint Aviation Authorities. Off-the-shelf 618-M3 VHF/FM 8.33KHZ will be modified by S/B. Modifies 4 Sims and 2 CPTs.

Aircraft Breakdown: Active 59, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			50	0.1	9							
KITS NONRECUR				0.2								
EQUIPMENT			[50]	1.4	[9]	0.3						
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.1								
SIM/TRAINER			[6]	0.1								
SUPPORT-EQUIP												
AIRCRAFT												
TOTAL COST (BP-1100)			50	2.0	9	0.3						

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months Follow-On Lead Time: 3 Months

Fact Sheet: KC-10 MN-9702 8.33 KHZ VHF RADIO

(Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									59	0.2
KITS NONRECUR										0.2
EQUIPMENT									[59]	1.7
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.1
SIM/TRAINER									[6]	0.1
SUPPORT-EQUIP										
AIRCRAFT										
TOTAL COST (BP-1100)									59	2.3

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99
Contract Date (Month/CY)	03/97	03/98	12/98
Delivery Date (Month/CY)	09/97	06/98	03/99

FY 2000 PBR

Modification Title and No: GLOBAL AIR TRAFFIC MANAGEMENT (GATM) MN-9709

CLC: KC-10 Class P

Models of Aircraft Affected: KC-10

Center: OC-ALC

PE 0401219F Team MOBIL

Description/Justification

Global Air Traffic Management (GATM) is based upon evolving Communication, Navigation and Surveillance (CNS) and Free Flight concepts. Key elements of its architecture are Dual MMR (Multi-Mode Receiver), Dual CMU (Communications Management Unit), Communication Datalinks (HF, VHF, SATCOM). Communications upgrades include a data link to augment/replace voice communications. The navigation capabilities include a fully integrated GPS and an advanced flight management system. The surveillance capabilities include automatic aircraft position reporting (both enroute and oceanic). Modification includes 4 simulators and 2 cockpit procedural trainers (FY00/02).

Aircraft Breakdown: Active 55, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					1	0.3	10	2.8	21	5.8	23	6.3
KITS NONRECUR						7.3						
EQUIPMENT					[1]	0.6	[10]	6.1	[21]	12.9	[23]	14.0
EQUIP NONREC						3.7						
CHANGE ORDERS												
DATA						1.5						
SIM/TRAINER					[1]	5.0	[3]	14.0			[1]	1.8
SUPPORT-EQUIP												
OGC						0.3						
INSTALLATION OF HARDWARE												
FY-99 1 KITS							[1]	0.8				
FY-00 10 KITS									[10]	3.6		
FY-01 21 KITS											[21]	7.0
FY-02 23 KITS												
TOTAL INSTALL							1	0.8	10	3.6	21	7.0
TOTAL COST (BP-1100)					1	18.8	10	23.6	21	22.3	23	29.1

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 18 Months

Follow-On Lead Time: 12 Months

Fact Sheet: KC-10 MN-9709 GLOBAL AIR TRAFFIC MANAGEMENT (GATM) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									55	15.1
KITS NONRECUR										7.3
EQUIPMENT									[55]	33.6
EQUIP NONREC										3.7
CHANGE ORDERS		0.3								0.3
DATA		0.3								1.8
SIM/TRAINER	[1]	4.9							[6]	25.7
SUPPORT-EQUIP		0.8								0.8
OGC										0.3
INSTALLATION OF HARDWARE										
FY-99 1 KITS									[1]	0.8
FY-00 10 KITS									[10]	3.6
FY-01 21 KITS									[21]	7.0
FY-02 23 KITS	[23]	7.3							[23]	7.3
TOTAL INSTALL	23	7.3							55	18.6
TOTAL COST (BP-1100)		13.5							55	107.2

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-99				FY-00				FY-01				FY-02				FY-03				FY-04		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								1		3	3	4	5	5	5	6	6	6	6	5				
Output									1		3	3	4	5	5	5	6	6	6	6	5			

FY 2000 PBR

Modification Title and No: AUTOMATED DEPENDENT SURVEILLANCE BROADCAST DATALINK MN-9709B

CLC: KC-10 Class P

Models of Aircraft Affected: KC-10

Center: OC-ALC

PE 0401219F Team MOBIL

Description/Justification

This GATM surveillance modification is the backbone of ADS. ADS-B (Automated Dependent Surveillance Broadcast Datalink) provides the ability to request and approve non-voice clearance requests and Air Traffic Control (ATC) instructions, gather weather / wind information and furnish automated position reports (Primary- SATCOM Aero-1 with voice / data & Secondary- HF Data Link (HF D/L)). Modification includes 4 simulators and 2 cockpit procedural trainers (FY02/03).

Aircraft Breakdown: Active 58, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									1		9	0.3
KITS NONRECUR										1.8		
EQUIPMENT									[1]	0.1	[9]	0.9
EQUIP NONREC										0.8		
CHANGE ORDERS												
DATA										0.5		
SIM/TRAINER									[1]	0.3	[4]	0.8
SUPPORT-EQUIP												
OGC										0.1		0.1
INSTALLATION OF HARDWARE												
FY-01 1 KITS											[1]	0.1
FY-02 9 KITS												
FY-03 37 KITS												
FY-04 4 KITS												
FY-05 7 KITS												
TOTAL INSTALL											1	0.1
TOTAL COST (BP-1100)									1	3.5	9	2.2

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 18 Months Follow-On Lead Time: 11 Months

Fact Sheet: KC-10 MN-9709B AUTOMATED DEPENDENT SURVEILLANCE BROADCAST DATALINK (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	37	1.2	4	0.1	7	0.2			58	1.9
KITS NONRECUR										1.8
EQUIPMENT	[37]	3.9	[4]	0.4	[7]	0.7			[58]	6.1
EQUIP NONREC										0.8
CHANGE ORDERS		0.1		0.1						0.2
DATA						0.2				0.7
SIM/TRAINER	[1]	0.3							[6]	1.4
SUPPORT-EQUIP										
OGC		0.1								0.2
INSTALLATION OF HARDWARE										
FY-01 1 KITS									[1]	0.1
FY-02 9 KITS	[9]	0.6							[9]	0.6
FY-03 37 KITS			[37]	2.6					[37]	2.6
FY-04 4 KITS					[4]	0.3			[4]	0.3
FY-05 7 KITS					[7]	0.4			[7]	0.4
TOTAL INSTALL	9	0.6	37	2.6	11	0.7			58	3.9
TOTAL COST (BP-1100)	37	6.2	4	3.1	7	1.8			58	16.9

(Totals may not add due to rounding)

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)			03/01	12/01	12/02	12/03	12/04	
Delivery Date (Month/CY)			09/02	11/02	11/03	11/04	11/05	

Installation Schedule

	FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05				FY-06		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																1		3	3	3	10	9	9	9	2	1	2	6				
Output																	1		3	3	3	10	9	9	9	2	1	2	6			

FY 2000 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S

CLC: KC-10 Class P

Models of Aircraft Affected: KC-10

Center: OC-ALC

PE 0401219F Team MOBIL

Description/Justification

Service Bulletins, Airworthiness Directives and All Operator Letters that are issued to correct manufacturer identified deficiencies, aging aircraft and FAA certification requirements. Some of the major requirements include the installation of modified fuel gauges (FY97-99) to ensure future system supportability; in FY98-99 main landing gear trunnion bolt replacement; replacement of MA-3 refueling assembly in, stowage tube modification and FY99-00 inspection/replacement of fasteners at inboard flap track

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		15.1		5.2		3.3		3.2		2.2		0.9
RVSM INSPECTION		0.3										
TOTAL COST (BP-1100)		15.4		5.2		3.3		3.2		2.2		0.9

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

Fact Sheet: KC-10 MN-99999S SERVICE BULLETINS

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT		2.3		1.9		1.9				36.0
RVSM INSPECTION										0.3
TOTAL COST (BP-1100)		2.3		1.9		1.9				36.3

(Totals may not add due to rounding)

Milestones

	FY-92
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR
Modification Title and No: SIMULATOR UPGRADE (KC-10) MN-SIM-10

CLC: KC-10 Class P

Models of Aircraft Affected: KC-10

Center: OO-ALC

PE 0401897F Team MOBIL

Description/Justification

Modify the KC-10 simulators (4); cockpit procedure trainers (CPT) (2); and boom operator trainers (2) with new computers, linkage, digital communications, & aural cues, visual system & controls. Also modify the KC-10 simulators with automatic communications processor, & HAVE QUICK II & control loading. Part of 3-phased simulator upgrade program encompassing C-141, C-5, KC-10, and KC-135 simulators with a new, state-of-the-art visual system and motion base. These upgrade efforts will allow AMC to move flying proficiency training from the more expensive aircraft to the simulator. Projected savings across all weapon systems when the upgrade is complete is approximately $34M. This program supports AMC C-MNS 001-93, MNS AMC 021-93, and ORD AMC 021-93 I/II/III (FY97-99). Cockpit Procedure Trainers (2) upgrade adds control loading and visual display systems to enable the migration of lower value training tasks from the WST to the CPT (FY01). FY92-94 funded by BP1100; FY95-98 funded by BP1200.

Aircraft Breakdown: Active 8, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR						0.9				0.9		
EQUIPMENT					[2]	6.3			[2]	0.8		
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.5				1.2		
SIM/TRAINER	[10]	11.6										
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-99 0 KITS							[2]	6.9				
FY-01 0 KITS									[2]	1.7		
TOTAL INSTALL							2	6.9	2	1.7		
TOTAL COST (BP-1100)						7.7		6.9		4.6		

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

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

Fact Sheet: KC-10 MN-SIM-10 SIMULATOR UPGRADE (KC-10) (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										1.8
EQUIPMENT									[4]	7.1
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.6
SIM/TRAINER									[10]	11.6
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-99 0 KITS									[2]	6.9
FY-01 0 KITS									[2]	1.7
TOTAL INSTALL									4	8.6
TOTAL COST (BP-1100)										30.7

(Totals may not add due to rounding)

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)								03/99		12/00	
Delivery Date (Month/CY)								03/00		09/01	

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input		2						2				
Output				2						2		

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-12				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$4.005	$3.809	$2.441	$1.560	$0.421	$0.413	$0.418	$0.426

This line item funds modifications to the C-12 aircraft, commercial equivalent Beech Craft Super King Air. The C-12 is a twin-turboprop, support-airlift aircraft used to transport cargo and passengers. The primary modification budgeted in FY00 is the Traffic Alert & Collision Avoidance System (TCAS). 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-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	3149F	FLIGHT DATA RECORDE	3.1	1.4								9.0
	3150	NAVSTAR GLOBAL POSI	0.2									9.2
	99999S	SERVICE BULLETINS	0.5	0.2	0.8	0.1	0.3	0.3	0.3	0.3		3.1
	99999X	LOW COST MODIFICATI	0.2	0.1	0.1	0.0	0.1	0.1	0.1	0.1		2.0
	TAWS	TERRAIN AWARENESS		0.9	1.6	1.5						4.0
	Z88888	REPROGRAMMINGS		1.1								1.1
TOTAL FOR CLASS P			4.0	3.8	2.4	1.6	0.4	0.4	0.4	0.4	0.0	28.5
TOTAL FOR AIRCRAFT C-12			4.0	3.8	2.4	1.6	0.4	0.4	0.4	0.4	0.0	28.5

Totals may not add due to rounding.

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FY 2000 PBR

Modification Title and No: FLIGHT DATA RECORDER & COCKPIT VOICE RECORDER MN-3149F

CLC: C-12 Class P

Models of Aircraft Affected: C-12, DV AIRCRAFT

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

The Navigation and Safety Upgrade program combines the C-12 Navigation and Safety upgrades on Air Force aircraft designated for DV passenger missions. The Flight Data Recorder and the Cockpit Voice Recorder will provide a valuable aid in providing post-mishap information concerning the pre-mishap pilot actions and aircraft system status. The modification is IAW SECDEF 26 Apr 96 letter requiring 'navigation and safety upgrades for the Operational Support Airlift (OSA), Defense Attache and Security Assistance aircraft.' The Flight Data Recorder is a Loral Fairchild F1000 and the Cockpit Voice Recorder is a Loral Fairchild A100S. The TCAS I system is a Bendix King CAS 66A system. The drop in kit costs is due to volume kit buys in conjunction with the Navy in FY98/99. This mod is baselined with 3149T, TCAS. Kit price includes installation cost. FY96 mods apply to two unique C-12C model, and FY97 mods apply to C-12F/J model prototypes.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	4	1.9	15	1.1	14	0.7						
KITS NONRECUR												
EQUIPMENT	[4]	1.7	[15]	1.1	[14]	0.8						
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.8		0.5								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.1		0.3								
INSTALLATION OF HARDWARE												
FY-96 2 KITS			[2]									
FY-97 2 KITS			[2]									
FY-98 15 KITS			[10]		[5]							
FY-99 14 KITS					[14]							
TOTAL INSTALL			14		19							
TOTAL COST (BP-1100)	4	4.5	15	3.1	14	1.4						

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 6 Months

Fact Sheet: C-12 MN-3149F FLIGHT DATA RECORDER & COCKPIT VOICE RECORDER (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)									33	3.7
PROCUREMENT (3010)										
INSTALL KITS									[33]	3.6
KITS NONRECUR										
EQUIPMENT										1.3
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.5
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-96 2 KITS									[2]	
FY-97 2 KITS									[2]	
FY-98 15 KITS									[15]	
FY-99 14 KITS									[14]	
TOTAL INSTALL									33	
TOTAL COST (BP-1100)									33	9.0

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98	FY-99
Contract Date (Month/CY)	09/96	09/97	03/98	03/99
Delivery Date (Month/CY)	09/97	03/98	09/98	09/99

Installation Schedule

	FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											7	7	10	9		
Output												7	7	10	9	

FY 2000 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

CLC: C-12 Class P

Models of Aircraft Affected: C-12

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

This Nav/Safety mod installs The Enhanced Ground Proximity Warning System (EGPWS) will install the equipment to provide ground warnings, terrain display, and terrain data base look ahead protection. The prototype kit installation cost is included in the kit cost IAW contractor practices. Prototypes are required for two C-12Cs, one C-12 F, and one C-12J, all funded in FY99.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					4	0.3	15	0.5	14	0.4		
KITS NONRECUR												
EQUIPMENT					[4]	0.3	[15]	0.5	[14]	0.5		
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.3						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.1		0.1				
INSTALLATION OF HARDWARE												
FY-99 4 KITS					[4]							
FY-00 15 KITS							[15]	0.5				
FY-01 14 KITS									[14]	0.5		
TOTAL INSTALL					4		15	0.5	14	0.5		
TOTAL COST (BP-1100)					4	0.9	15	1.6	14	1.5		

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 4 Months

Follow-On Lead Time: 2 Months

Fact Sheet: C-12 MN-TAWS TERRAIN AWARENESS & WARNING SYS (TAWS)

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS									33	1.2
KITS NONRECUR										
EQUIPMENT									[33]	1.3
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.3
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.2
INSTALLATION OF HARDWARE										
FY-99 4 KITS									[4]	
FY-00 15 KITS									[15]	0.5
FY-01 14 KITS									[14]	0.5
TOTAL INSTALL									33	1.0
TOTAL COST (BP-1100)									33	4.0

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input			2	2	3	4	4	4	4	4	4	2				
Output				2	2	3	4	4	4	4	4	4	2			

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-18				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$0.261	$0.353	$0.343	$0.354	$0.846	$0.828	$0.836	$0.853

This line item funds modifications to the C-18 aircraft. The C-18, a modified Boeing 707, is a long range, four engine, jet transport aircraft. The C-18 is used to support Space and Missile Missions. The overall goal of modifications budgeted in FY00 is to fund service bulletins necessary for FAA certification while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	3150	NAVSTAR GLOBAL POSI	0.3									5.5
	99999S	SERVICE BULLETINS	0.0	0.2	0.2	0.3	0.7	0.7	0.7	0.8		3.7
	99999X	LOW COST MODIFICATI		0.1	0.1	0.1	0.1	0.1	0.1	0.1		4.9
	Z88888	REPROGRAMMINGS		0.0								0.0
TOTAL FOR CLASS P			0.3	0.4	0.3	0.4	0.8	0.8	0.8	0.9	0.0	14.1
TOTAL FOR AIRCRAFT C-18			0.3	0.4	0.3	0.4	0.8	0.8	0.8	0.9	0.0	14.1

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-20				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$5.977	$6.591	$3.486	$12.872	$6.852	$2.856	$0.486	$0.496

This line item funds modifications to the C-20 aircraft, commercial equivalent Gulfstream III/IV. The C-20 aircraft is a twin-engine, turbofan aircraft used to airlift DoD officials and high-ranking government personnel over long distances (3,000 miles and greater). The primary modification budgeted in FY00 is the Terrain Awareness and Warning System. Other modifications are funded 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-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	3149T	TRAFFIC ALERT & COLLI	0.8	2.7								4.3
	3150	NAVSTAR GLOBAL POSI	1.3	3.2								17.9
	9709	GLOBAL AIR TRAFFIC M				7.4	0.2	2.0				9.6
	99999S	SERVICE BULLETINS	1.3	0.3	0.3	0.4	0.4	0.6	0.4	0.4		5.0
	99999X	LOW COST MODIFICATI	0.9	0.1	0.1	0.3	0.2	0.3	0.1	0.1		4.5
	TAWS	TERRAIN AWARENESS	1.7		3.1	4.8	6.0					15.7
	Z88888	REPROGRAMMINGS		0.2								0.2
TOTAL FOR CLASS P			6.0	6.6	3.5	12.9	6.9	2.9	0.5	0.5	0.0	57.1
TOTAL FOR AIRCRAFT C-20			6.0	6.6	3.5	12.9	6.9	2.9	0.5	0.5	0.0	57.1

Totals may not add due to rounding.

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FY 2000 PBR

Modification Title and No: TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM MN-3149T | CLC: C-20 | Class P

Models of Aircraft Affected: C-20, DV AIRCRAFT | Center: OC-ALC | PE 0401314F | Team MOBIL

Description/Justification

This Nav/Safety mod installs a Traffic Alert and Collision Avoidance System (TCAS) II with mode 'S.' It will provide a visual and aural warning for conflicting air traffic and provides a visual display for corrective action. FAA mandated all passenger aircraft be modified with TCAS. This modification will install TCAS on the USAF C-20A/B models. This mod is baselined with GPS/TCAS installation concurrently (except 2 C-20H models which have TCAS installed) due to aircraft availiability. Two prototype kits (C-20A, C-20B) FY98 installation cost is included in the kit cost IAW contractor practices.

Aircraft Breakdown: Active 8, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2	0.1	2	0.2	4	0.3						
KITS NONRECUR		0.3										
EQUIPMENT	[2]	0.3	[2]	0.3	[4]	0.7						
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.1		0.2		0.8						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-96 2 KITS			[2]									
FY-98 2 KITS			[1]	0.1	[1]	0.1						
FY-99 4 KITS					[4]	0.8						
TOTAL INSTALL			3	0.1	5	0.9						
TOTAL COST (BP-1100)	2		2	0.8	4	2.7						

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 24 Months Follow-On Lead Time: 3 Months

Fact Sheet: C-20 MN-3149T TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									8	0.6
KITS NONRECUR										0.3
EQUIPMENT									[8]	1.3
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.1
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-96 2 KITS									[2]	
FY-98 2 KITS									[2]	0.3
FY-99 4 KITS									[4]	0.8
TOTAL INSTALL									8	1.0
TOTAL COST (BP-1100)									8	4.3

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	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	2	1				
Output											1	1	1	1	1	2	1			

FY 2000 PBR

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

CLC: C-20 Class P

Models of Aircraft Affected: C-20

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

The modification will install two fully integrated NAVSTAR Global Positioning System (GPS) P-Y code units, to comply with ICAO and OSD requirements. Mods are baselined to install GPS and TCAS modification concurrently (except 2 C-20H models which have TCAS installed) due to aircraft availiability. Three separate prototypes (FY96) are required to certify C-20A, B, and H models. The FY96 kit cost inlcuded the funding for the installation of the three prototypes which will occur in FY98. Kit costs are most (A model), intermediate (B-model), and least (H-model) due to age of aircraft avionics suite.

Aircraft Breakdown: Active 10, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	3	3.0	2	0.5	5	1.2						
KITS NONRECUR		5.4										
EQUIPMENT	[3]	3.4	[2]	0.8	[5]	1.4						
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.2										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.3										
INSTALLATION OF HARDWARE												
FY-96 3 KITS			[3]									
FY-98 2 KITS					[2]	0.2						
FY-99 5 KITS					[5]	0.4						
TOTAL INSTALL			3		7	0.6						
TOTAL COST (BP-1100)	3	13.3	2	1.3	5	3.2						

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 24 Months

Follow-On Lead Time: 3 Months

Fact Sheet: C-20 MN-3150 NAVSTAR GLOBAL POSITIONING SYSTEM (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									10	4.7
KITS NONRECUR										5.4
EQUIPMENT									[10]	5.7
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.2
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.3
INSTALLATION OF HARDWARE										
FY-96 3 KITS									[3]	
FY-98 2 KITS									[2]	0.2
FY-99 5 KITS									[5]	0.4
TOTAL INSTALL									10	0.6
TOTAL COST (BP-1100)									10	17.9

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-95				FY-96				FY-97				FY-98				FY-99				FY-00		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														1	1	1	2	3	1	1				
Output															1	1	1	2	3	1	1			

FY 2000 PBR

Modification Title and No: GLOBAL AIR TRAFFIC MANAGEMENT (GATM) MN-9709

CLC: C-20 Class P

Models of Aircraft Affected: C-20/H

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

Modification will upgrade and add new equipment required to operate within the Global Air Traffic Management (GATM) environment. This will include updating the mode 'S' to level 4 with DAP, install communications/navigation/surveillance (CNS) capability, Required Navigation Performance (RNP)-4, ADS, RTA, CPDLC, VHF TDMA, PRNAV-RNP 1, and Displays.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									1	0.6		
KITS NONRECUR										4.9		
EQUIPMENT									[1]	1.1		
EQUIP NONREC												
CHANGE ORDERS												
DATA										0.7		
SIM/TRAINER												
SUPPORT-EQUIP												
OGC										0.1		0.1
INSTALLATION OF HARDWARE												
FY-01 1 KITS											[1]	0.2
FY-03 1 KITS												
TOTAL INSTALL											1	0.2
TOTAL COST (BP-1100)									1	7.4		0.2

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 15 Months

Follow-On Lead Time: 6 Months

Fact Sheet: C-20 MN-9709 GLOBAL AIR TRAFFIC MANAGEMENT (GATM)

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	1	0.3							2	0.9
KITS NONRECUR										4.9
EQUIPMENT	[1]	1.1							[2]	2.2
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.7
SIM/TRAINER										
SUPPORT-EQUIP										
OGC		0.1								0.1
INSTALLATION OF HARDWARE										
FY-01 1 KITS									[1]	0.2
FY-03 1 KITS	[1]	0.5							[1]	0.5
TOTAL INSTALL	1	0.5							2	0.7
TOTAL COST (BP-1100)	1	2.0							2	9.6

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											1				1	
Output												1				1

FY 2000 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S

CLC: C-20 Class P

Models of Aircraft Affected: C-20

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

C-20 is an FAA certified aircraft. Service bulletins are issued to correct FAA identified deficiencies and affect safety, product improvement, maintenance and reliability. Increase in service bulletins in FY98 account for 8.33 VHF and Protected ILS service bulletins to comply with European airspace requirements.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.8		1.3		0.3		0.3		0.4		0.4
TOTAL COST (BP-1100)		0.8		1.3		0.3		0.3		0.4		0.4

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Fact Sheet: C-20 MN-99999S SERVICE BULLETINS

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT		0.6		0.4		0.4				5.0
TOTAL COST (BP-1100)		0.6		0.4		0.4				5.0

(Totals may not add due to rounding)

Milestones

	FY-96
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

CLC: C-20 Class P

Models of Aircraft Affected: C-20 A/B/H

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

This Nav/Safety mod installs a Terrain Avoidance Warning System (TAWS) will install an enhanced MK-V EGPWS (Allied Signal) to provide ground warnings, terrain display, and terrain database look-ahead protection. Three separate prototypes are required to certify C-20A, B, and H models. The FY98 kits non-recurring is for the H-model prototype & the FY99-00 Kits non-recurring is for the A/B prototypes, respectively. The prototype kit installation cost is included in the kit cost IAW contractor practices. Kit costs are most (A model), intermediate (B-model), and least (H-model) due to age of aircraft avionics suite.

Aircraft Breakdown: Active 10, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	0.1			1	0.1	4	0.4	4	0.5
KITS NONRECUR				0.7				2.0				
EQUIPMENT			[1]	0.9			[1]	1.0	[4]	4.0	[4]	5.0
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-98 1 KITS					[1]							
FY-00 1 KITS							[1]					
FY-01 4 KITS									[4]	0.4		
FY-02 4 KITS											[4]	0.5
TOTAL INSTALL					1		1		4	0.4	4	0.5
TOTAL COST (BP-1100)			1	1.7			1	3.1	4	4.8	4	6.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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

Fact Sheet: C-20 MN-TAWS TERRAIN AWARENESS & WARNING SYS (TAWS) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									10	1.1
KITS NONRECUR										2.8
EQUIPMENT									[10]	10.9
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-98 1 KITS									[1]	
FY-00 1 KITS									[1]	
FY-01 4 KITS									[4]	0.4
FY-02 4 KITS									[4]	0.5
TOTAL INSTALL									10	0.9
TOTAL COST (BP-1100)									10	15.7

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							1				1				2	2			2	2				
Output								1				1				2	2			2	2			

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: VC-25A				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$15.870	$7.403	$9.262	$0.101	$1.476	$0.101	$0.972	$0.992

This line item funds modifications to the VC-25 aircraft. The VC-25, a Boeing 747-200B, is a four engine long-range aircraft used for presidential support. The primary modifications budgeted in FY00 is the Global Air Traffic Management System (GATM). Other modifications budgeted enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	3149W	WINDSHEAR WARNING	3.9		0.2							7.8
	3150	NAVSTAR GLOBAL POSI	5.3	4.2	0.2							24.4
	4268B	DIRECT BROADCAST SY	2.3									2.3
	9709	GLOBAL AIR TRAFFIC M		2.6	7.8		0.6					11.1
	99999S	SERVICE BULLETINS	1.4	0.2	0.7	0.0	0.7	0.0	0.9	0.9		10.0
	99999X	LOW COST MODIFICATI		0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.7
	TAWS	TERRAIN AWARENESS	2.9		0.3							3.2
	Z88888	REPROGRAMMINGS		0.3								0.3
TOTAL FOR CLASS P			15.9	7.4	9.3	0.1	1.5	0.1	1.0	1.0	0.0	59.8
TOTAL FOR AIRCRAFT C-25			15.9	7.4	9.3	0.1	1.5	0.1	1.0	1.0	0.0	59.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 52	PAGE NO. 1	

FY 2000 PBR
Modification Title and No: WINDSHEAR WARNING SYSTEM (WWS) MN-3149W

CLC: C-25 Class P

Models of Aircraft Affected: VC-25A

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

This Nav/Safety Mod installs the airborne low-altitude Windshear Warning System (WWS) consists of two independent systems. Phase I, Reactive WWS is complete, and provides an audible and visual warning of windshear, when it affects the aircraft. Phase II, Predictive WWS is a forward looking system which detects potentially severe windshear up to five nautical miles away and displays advance warning. Phase II funding updates equipment and software allowing interface with the predictive windshear. FAA mandated all transport category aircraft manufactured before 3 Jan 91 to be modified with WWS. The two prototypes were/will be installed in FY96/99, respectively. The cost of the prototype includes the cost of installation, IAW commercial contractor practice.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2	1.2										
KITS NONRECUR		0.5										
EQUIPMENT	[2]	1.6										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.3		0.4								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.0										
RETROFIT KITS			[2]	3.5								
RETROFIT					[1]		[1]	0.2				
INSTALLATION												
INSTALLATION OF HARDWARE												
FY-96 2 KITS	[2]	0.1										
TOTAL INSTALL	2	0.1										
TOTAL COST (BP-1100)	2	3.7		3.9				0.2				

(Totals may not add due to rounding)

Method of Implementation: CLS

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

Fact Sheet: C-25 MN-3149W WINDSHEAR WARNING SYSTEM (WWS) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									2	1.2
KITS NONRECUR										0.5
EQUIPMENT									[2]	1.6
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.7
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
RETROFIT KITS									[2]	3.5
RETROFIT									[2]	0.2
INSTALLATION										
INSTALLATION OF HARDWARE										
FY-96 2 KITS									[2]	0.1
TOTAL INSTALL									2	0.1
TOTAL COST (BP-1100)									2	7.8

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input		1				1								1				1		
Output			1				1								1				1	

FY 2000 PBR

Modification Title and No: NAVSTAR GLOBAL POSITIONING SYSTEM MN-3150 CLC: C-25 Class P

Models of Aircraft Affected: VC-25A Center: OC-ALC PE 0401314F Team MOBIL

Description/Justification

This Nav/Safety modification will install (3) 12 channel Commercial Global Positioning System (GPS) with P-Y coded capability. The modification will add FMS, reporting ACARS, ADS, CMDU, DME, position reports, oceanic clearances, and replace EFIS-10 displays with new LCD flat panel displays. This modification will is baselined with the predictive wind shear warning system during depot maintenance. The funding in FY 99 is for FAA certification, to include ground/flight testing and supplemental type certification (STC). This mod is unique to the VC-25A. Commercial 747-200s do not have a comparable STC.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	1.8	1	1.7								
KITS NONRECUR		8.1										
EQUIPMENT	[1]	3.5	[1]	3.6								
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.3										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INTEGRATION						1.2						
FAA CERTIFICATION						3.0						
INSTALLATION OF HARDWARE												
FY-96 1 KITS					[1]							
FY-98 1 KITS							[1]	0.2				
TOTAL INSTALL					1		1	0.2				
TOTAL COST (BP-1100)	1	14.7	1	5.3		4.2		0.2				

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 30 Months Follow-On Lead Time: 21 Months

Fact Sheet: C-25 MN-3150 NAVSTAR GLOBAL POSITIONING SYSTEM (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									2	3.5
KITS NONRECUR										8.1
EQUIPMENT									[2]	7.1
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.3
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INTEGRATION										1.2
FAA CERTIFICATION										3.0
INSTALLATION OF HARDWARE										
FY-96 1 KITS									[1]	
FY-98 1 KITS									[1]	0.2
TOTAL INSTALL									2	0.2
TOTAL COST (BP-1100)									2	24.4

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)	09/96		03/98		
Delivery Date (Month/CY)	03/99		12/99		

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														1			1			
Output															1				1	

FY 2000 PBR
Modification Title and No: DIRECT BROADCAST SYSTEM MN-4268B

CLC: C-25 Class P

Models of Aircraft Affected: VC-25A

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

The Mission Communications system (MCS) for VIP-SAM aircraft is essential to supporting the airborne Presidential and other VIP-SAM user missions. It includes funding for the Congressioanlly approved Direct Broadcast System (DBS), as well as required digital switching systems RDT&E that can be migrated across the VIP-SAM fleet as a common system. This will greatly enhance interoperability and maintainability of all aircraft assigned. Installation cost is included in the kit cost IAW contractor practices.

Aircraft Breakdown: Active 1, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	0.3								
KITS NONRECUR				0.9								
EQUIPMENT			[1]	0.6								
EQUIP NONREC												
CHANGE ORDERS				0.5								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.1								
INSTALLATION OF HARDWARE												
FY-98 1 KITS							[1]					
TOTAL INSTALL							1					
TOTAL COST (BP-1100)			1	2.3								

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 12 Months

Follow-On Lead Time: 6 Months

Fact Sheet: C-25 MN-4268B DIRECT BROADCAST SYSTEM (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									1	0.3
KITS NONRECUR										0.9
EQUIPMENT									[1]	0.6
EQUIP NONREC										
CHANGE ORDERS										0.5
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.1
INSTALLATION OF HARDWARE										
FY-98 1 KITS									[1]	
TOTAL INSTALL									1	
TOTAL COST (BP-1100)									1	2.3

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00
Contract Date (Month/CY)	12/98		
Delivery Date (Month/CY)	12/99		

Installation Schedule

	FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input									1			
Output										1		

FY 2000 PBR
Modification Title and No: GLOBAL AIR TRAFFIC MANAGEMENT (GATM) MN-9709 CLC: C-25 Class P

Models of Aircraft Affected: VC-25A Center: OC-ALC PE 0401314F Team MOBIL

Description/Justification

This GATM (navigation) Modification will install equipment required for FANS 1 software adaptation to the 747-200. The FANS 1 Boeing system will allow AF-1 to navigate on RNP routes worldwide. This modification will be installed concurrently with depot maintenance. Boeing has already adapted software to 747-300 and 400 series aircraft.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	0.8			1	
KITS NONRECUR						2.6		4.2				
EQUIPMENT							[1]	1.4			[1]	
EQUIP NONREC												
CHANGE ORDERS												
DATA								1.3				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC								0.1				
INSTALLATION OF HARDWARE												
FY-00 1 KITS											[1]	0.6
FY-02 1 KITS												
TOTAL INSTALL											1	0.6
TOTAL COST (BP-1100)						2.6	1	7.8			1	0.6

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 24 Months Follow-On Lead Time: 6 Months

Fact Sheet: C-25 MN-9709 GLOBAL AIR TRAFFIC MANAGEMENT (GATM) (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									2	0.8
KITS NONRECUR										6.8
EQUIPMENT									[2]	1.4
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.3
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.1
INSTALLATION OF HARDWARE										
FY-00 1 KITS	[1]								[2]	0.6
FY-02 1 KITS										
TOTAL INSTALL	1								2	0.6
TOTAL COST (BP-1100)									2	11.1

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																		1				1		
Output																			1				1	

FY 2000 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S

CLC: C-25 Class P

Models of Aircraft Affected: VC-25A

Center: OC-ALC

PE 0401314F Team MOBIL

Description/Justification

VC-25 is an FAA certified aircraft. These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to correct FAA identified deficiencies. Increase in Service bulletins in FY98 is due to VHF 8.33 radios and protected ILS service bulletins for European operations.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	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												
SVC BULLETINS		5.2		1.4		0.2		0.7				0.7
TOTAL COST (BP-1100)		5.2		1.4		0.2		0.7		0.0		0.7

(Totals may not add due to rounding)

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

Fact Sheet: C-25 MN-99999S SERVICE BULLETINS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SVC BULLETINS				0.9		0.9				10.0
TOTAL COST (BP-1100)		0.0		0.9		0.9				10.0

(Totals may not add due to rounding)

Milestones

	FY-92
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR
Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS — CLC: C-25 — Class P

Models of Aircraft Affected: VC-25A — Center: OC-ALC — PE 0401314F — Team MOBIL

Description/Justification

This Nav/Safety mod installs the Terrain Avoidance Warning System (TAWS) , utilizing the enhanced MK-V EGPWS (Allied Signal) equipment to provide ground warnings, terrian display, and terrian data base look ahead protection, by interfacing with GPS data map overlay. The FY99 prototype kit installation cost is included in the kit cost IAW contractor practices.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			2	1.0								
KITS NONRECUR				0.9								
EQUIPMENT			[2]	1.0								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-98 2 KITS					[1]		[1]	0.3				
TOTAL INSTALL					1		1	0.3				
TOTAL COST (BP-1100)			2	2.9				0.3				

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 6 Months — Follow-On Lead Time: 0 Months

Fact Sheet: C-25 MN-TAWS TERRAIN AWARENESS & WARNING SYS (TAWS) (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									2	1.0
KITS NONRECUR										0.9
EQUIPMENT									[2]	1.0
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-98 2 KITS									[2]	0.3
TOTAL INSTALL									2	0.3
TOTAL COST (BP-1100)									2	3.2

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00
Contract Date (Month/CY)	09/98		
Delivery Date (Month/CY)	03/99		

Installation Schedule

	FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input						1				1		
Output							1				1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-130				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$129.333	$120.612	$207.646	$162.223	$114.407	$263.298	$254.479	$342.760

This line item funds modifications to the C-130 aircraft. The four engine C-130 provides theater airlift and carries either 92 troops, 64 paratroopers, 74 litter patients, or 6 standard 463-L pallets. The overall goal of the modifications budgeted in FY00 is to enhance flight safety while improving reliability and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO		0.3	0.3	0.6	0.3	1.1	1.9	1.9	5.7	12.1
TOTAL FOR CLASS P-S			0.0	0.3	0.3	0.6	0.3	1.1	1.9	1.9	5.7	12.1
P	10603A	FLIGHT DATA RECORDE	0.1									5.7
	11130	PODDED RECONNAISSA			10.0							10.0
	12603B	APQ-122 RADAR REPLA	2.7	4.6								133.4
	17605B	AUTOPILOT/GCAS	20.9	34.9	53.7	10.3	8.0					255.3
	18600B	ELECTRICAL SYSTEM U	1.2	18.8	26.6	15.0	2.7	0.3				108.2
	18603B	FUEL QTY SYS UPGRAD	1.4	1.1	1.0	0.9	0.8	0.7	0.8	0.8		18.2
	3149	INSTL OF SOLID-STATE			5.4	3.2						8.6
	3150	NAVSTAR GLOBAL POSI	7.7	3.4	1.2							77.5
	3190	SCNS	5.7	4.2								351.3
	3353	HF AUTO COMM PROCE	4.5	3.1	2.2	0.2	0.1					48.5
	3455	AIRLIFT DEFENSIVE SYS	6.9	9.0	30.2	28.9	13.6	12.9	5.0	2.2		175.1
	3587	MICROWAVE LANDING S	2.5									35.2
	6040	ENGINES			6.0	6.0	6.0	6.0	4.8			28.8
	62151B	STROBE LIGHTS	0.1									11.3
	8109	ARMOR PLATING	0.4									5.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 53	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-130				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$129.333	$120.612	$207.646	$162.223	$114.407	$263.298	$254.479	$342.760

This line item funds modifications to the C-130 aircraft. The four engine C-130 provides theater airlift and carries either 92 troops, 64 paratroopers, 74 litter patients, or 6 standard 463-L pallets. The overall goal of the modifications budgeted in FY00 is to enhance flight safety while improving reliability and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	8220	ALR-69 (RWR)	2.2	0.6				15.5	13.7	19.9	183.8	275.5
	8424	AERSPACE RESCUE AN	8.1	13.3	5.5	9.2			33.2	16.5		85.8
	8448	BLEED AIR DUCT REPLA	0.5	0.8	2.7	2.3	1.1					7.5
	8449	LIQUID OXYGEN SYSTE			1.0	3.0	2.0					6.0
	8455	INSTALLATION OF AN/A	0.5	1.4	1.4	1.4	1.4	1.4	1.4	1.4		15.9
	8517	C-130 AVIONICS MODER	1.8	2.8	38.6	61.0	61.4	211.2	181.9	276.2	3,103.5	3,938.4
	8520	NVIS	0.4	2.6	0.4	0.1						3.5
	8522	WC130J SPECIAL MISSI	13.3									13.3
	8526	ENHANCED TCAS (TCAS	17.4	16.2	10.3	3.5	5.3	5.8	5.8	5.8		70.1
	8527	UPGRADE C-130 CREW			4.2							4.2
	8536	INSTALLATION OF APU			2.7	7.1	0.7					10.5
	8553	EMERGENCY ESSENTIA			0.7	0.3						1.0
	8558	INSTALLATION OF 3 RE			1.0	2.9	4.5	2.0	0.2			10.7
	8561	SYNCHROPHASER WIR			0.7	4.2	5.3	3.2				13.4
	8562	C-130 GENERATOR DIS			0.7	1.2	0.2					2.1
	8576	EC130J SPECIAL MISSIO	23.6									23.6
	99999M	MISC SIMULATOR UPDA			0.1	0.1	0.1	1.2	1.9	1.9	5.7	11.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 53	PAGE NO. 2	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-130				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$129.333	$120.612	$207.646	$162.223	$114.407	$263.298	$254.479	$342.760

This line item funds modifications to the C-130 aircraft. The four engine C-130 provides theater airlift and carries either 92 troops, 64 paratroopers, 74 litter patients, or 6 standard 463-L pallets. The overall goal of the modifications budgeted in FY00 is to enhance flight safety while improving reliability and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	99999S	SERVICE BULLETINS			0.1	0.1	0.1	0.1	1.9	1.9	5.7	10.3
	99999X	LOW COST MODIFICATI	1.9	0.1	0.9	0.7	0.5	1.9	1.9	1.9	5.7	17.5
	CWREPL	SYSTEMS/STRUCTURE (								12.3	125.4	137.7
	TRC1	TACTICAL RECONNAISS	5.6									5.6
	Z88888	REPROGRAMMINGS	0.0	3.4								3.5
TOTAL FOR CLASS P			129.3	120.3	207.4	161.6	114.1	262.2	252.6	340.9	3,429.8	5,939.7
TOTAL FOR AIRCRAFT C-130			129.3	120.6	207.6	162.2	114.4	263.3	254.5	342.8	3,435.5	5,951.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 53	PAGE NO. 3	

FY 2000 PBR

Modification Title and No: PODDED RECONNAISSANCE SYSTEM MN-11130 CLC: C-130 Class P

Models of Aircraft Affected: ANG C-130 Center: ASC PE 0207217F Team INFO

Description/Justification

The Podded Reconnaissance System (PRS) modifies wing mounted pods containing reconnaissance systems for Air National Guard (ANG) F-16s and ANG C-130s. This C-130 PRS effort completes in FY00 by fielding 4 strap-on COTS video surveillance pods and modifications to eight C-130 aircraft to accept these pods at the 152AW, Nevada ANG. This will provide a world-wide deployable, unobtrusive surveillance capability for small-scale contingency and Operations Other Than War (OOTW).

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

Funding for the F-16 PRS ended in FY98. Current USAFE C-130 aircraft are in modification.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS								10.0				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)								10.0				

(Totals may not add due to rounding)

Method of Implementation:

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

Fact Sheet: C-130 MN-11130 PODDED RECONNAISSANCE SYSTEM (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										10.0
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										10.0

(Totals may not add due to rounding)

Milestones

	FY-00
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR
Modification Title and No: APQ-122 RADAR REPLACEMENT MN-12603B

CLC: C-130 Class P

Models of Aircraft Affected: C-130E

Center: WR-ALC

PE 0401115F Team MOBIL

Description/Justification

Presently the APQ-122(V)1, is installed on the C-130E Adverse Weather Aerial Delivery System (AWADS) aircraft. The modification needs to be accomplished due to the low reliability (12-18 hours MTBF). The lack of bits and pieces and of repairable assemblies has resulted in intensive management of the APQ-122 system by the depot. Modification would result in a system with field demonstrated Mean Time Between Failure (MTBF) of 150 hours. FY92 ECP will include LPI (Low Probability of Intercept) implementation in sector scan. PMD 6211(2)/12603B. 90 Mod Install ($2.250). ACC/AMC: 33 E AWADS, USAFE: 17 E AWADS

Aircraft Breakdown: Active 50, Reserve 0, ANG 0

Development Status

All systems installed. ICS ongoing until organic repair begins in FY99/4. Transitionbegan Jan FY99.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	49	4.8										
KITS NONRECUR	1	7.1										
EQUIPMENT	[49]	29.0										
EQUIP NONREC	[1]	29.0										
CHANGE ORDERS		7.4										
DATA		4.4										
SIM/TRAINER		4.4										
SUPPORT-EQUIP		24.1										
ICS		15.3		2.7		4.3						
FLIGHT TEST		0.4										
OGC		0.2				0.3						
INSTALLATION OF HARDWARE												
FY-87 2 KITS												
FY-88 16 KITS												
FY-89 24 KITS												
FY-90 8 KITS	[50]											
TOTAL INSTALL	50											
TOTAL COST (BP-1100)	50	126.1		2.7		4.6						

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 28 Months

Follow-On Lead Time: 45 Months

Fact Sheet: C-130 MN-12603B APQ-122 RADAR REPLACEMENT (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									49	4.8
KITS NONRECUR									1	7.1
EQUIPMENT									[49]	29.0
EQUIP NONREC									[1]	29.0
CHANGE ORDERS										7.4
DATA										4.4
SIM/TRAINER										4.4
SUPPORT-EQUIP										24.1
ICS										22.3
FLIGHT TEST										0.4
OGC										0.5
INSTALLATION OF HARDWARE										
FY-87 2 KITS										
FY-88 16 KITS										
FY-89 24 KITS										
FY-90 8 KITS									[50]	
TOTAL INSTALL									50	
TOTAL COST (BP-1100)									50	133.4

(Totals may not add due to rounding)

Milestones

	FY-87	FY-88	FY-89	FY-90	FY-91	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97
Contract Date (Month/CY)	09/87	12/87	12/88	12/89							
Delivery Date (Month/CY)	01/90	12/92	03/93	09/93							

Installation Schedule

	FY-87				FY-88				FY-89				FY-90				FY-91				FY-92				FY-93				FY-94			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														1											1				2	3	2	6	6
Output														1											1				2	3	2	6	6

	FY-95				FY-96				FY-97			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input	6	6	6	6	2		1	1		1		
Output	6	6	6	6	2		1	1		1		

FY 2000 PBR
Modification Title and No: AUTOPILOT/GCAS MN-17605B

CLC: C-130 Class P

Models of Aircraft Affected: ALL C-130

Center: WR-ALC

PE 0401115F Team MOBIL

Description/Justification

This navigation safety modification replaces the obsolete E-4 Autopilot system and installs Ground Collision Avoidance System (GCAS) capability. PMD 17605B/2264(4). ACC: 7 ECE, 14 ECH Compass Call, 9 HCN/P tanker, 1E; AETC: 44 E's, 3 MCE/H Combat Talon, 4 MCP Combat Shadow; AFMC: 1 ECH Compass Call, 2 NCH; AFRES: 31 E, 8 MCE/H Combat Talon, 10 WCH, 8 HCN/P Tanker, 5 MCP Combat Shadow, 56 H-2 GCAS only, 19 H-3 GCAS only; AFSOC: 4 E, 21 ACH/U Gunship, 27 MCE/H Combat Talon, 19 MCP Combat Shadow; AMC: 49 E, 29 H-1, 14 H-3; Continued under development status below.

Aircraft Breakdown: Active 298, Reserve 137, ANG 234

Development Status

FY00 kit buys are all autopilot kits (no GCAS) including 20 duals & 55 AFSOC/Spec Mission kits resulting in higher kit unit cost. FY00 is last contract option & requires a 2 year install schedule due to # of AFSOC/Spec Mission a/c. Renegotiation will result in even higher kit costs (est 30-50% incr due to contractor shut down and tool-up time. (237-GCAS/GCAS Retro, 434-Autopilot/GCAS, Total 671). Kitproof of AWADS, May 96. OT&E, Jun 96. ANG: 72 E, 8 ECE, 7 HCN/P Tanker, 104 H-2 GCAS only, 30 H-3 GCAS only, 10 LCH GCAS only, 3 HCN GCAS only; PACAF: 13 E, 18 H-1; USAFE: 19 E

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	367	11.3	68	2.0	86	5.1	140	9.3				
KITS NONRECUR	9	6.9	1	0.1								
EQUIPMENT	[367]	34.3	[68]	6.1	[86]	15.2	[140]	27.9				
EQUIP NONREC	[9]	36.8	[1]	0.5								
CHANGE ORDERS		1.7		1.1		0.7		2.0				
DATA				0.7				0.6				
SIM/TRAINER	[11]	6.2					[2]	1.2				
SUPPORT-EQUIP		6.2				0.3		0.5				
SOFTWARE		7.3										
WARRANTY		2.1		0.4								
FLIGHT TEST		0.5				0.1		0.1				
OGC		1.4		2.1		1.1						
INSTALLATION OF HARDWARE												
FY-92 1 KITS	[1]	0.0										
FY-94 111 KITS	[108]	4.1			[2]	0.2	[1]	0.2				
FY-96 148 KITS	[38]	2.9	[96]	7.7	[14]	1.5						
FY-97 116 KITS					[100]	8.3	[16]	1.5				
FY-98 69 KITS					[45]	2.3	[23]	1.2	[1]	0.3		
FY-99 86 KITS							[86]	9.3				
FY-00 140 KITS									[80]	10.0	[60]	8.0
TOTAL INSTALL	147	7.0	96	7.7	161	12.4	126	12.2	81	10.3	60	8.0
TOTAL COST (BP-1100)	376	127.5	69	20.9	86	34.9	140	53.7		10.3		8.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Fact Sheet: C-130 MN-17605B AUTOPILOT/GCAS (Continued)

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Fact Sheet: C-130 MN-17605B AUTOPILOT/GCAS (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									661	27.7
KITS NONRECUR									10	7.0
EQUIPMENT									[661]	83.5
EQUIP NONREC									[10]	37.3
CHANGE ORDERS										5.5
DATA										7.1
SIM/TRAINER									[13]	7.3
SUPPORT-EQUIP										7.0
SOFTWARE										7.3
WARRANTY										2.5
FLIGHT TEST										0.7
OGC										4.7
INSTALLATION OF HARDWARE										
FY-92 1 KITS									[1]	
FY-94 111 KITS									[111]	4.6
FY-96 148 KITS									[148]	12.1
FY-97 116 KITS									[116]	9.9
FY-98 69 KITS									[69]	3.8
FY-99 86 KITS									[86]	9.3
FY-00 140 KITS									[140]	18.0
TOTAL INSTALL									671	57.7
TOTAL COST (BP-1100)									671	255.3

(Totals may not add due to rounding)

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)	06/92		09/94		06/96	03/97	06/98	12/98	12/99		
Delivery Date (Month/CY)	06/94		06/95		06/97	03/98	06/99	12/99	12/00		

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	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			11	31	25	23	11	1	1		1	4	12	24	32	32	34	41	58	59
Output											1	1			11	31	25	23	11	1	1		1	4	12	24	32	32	34	41	58	59

	FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input	38	28	33	27	21	20	20	20	15	15	15	15
Output	38	28	33	27	21	20	20	20	15	15	15	15

FY 2000 PBR
Modification Title and No: ELECTRICAL SYSTEM UPGRADE MN-18600B

CLC: C-130 Class P

Models of Aircraft Affected: C-130E/H/N/P/U

Center: WR-ALC

PE 0401115F Team MOBIL

Description/Justification

This FLIGHT SAFETY mod incorporates C-130 Broad Area Review (BAR) recommendations to upgrade the C-130 electrical power system that was designed in the 1950's. Modern avionic systems, however, are dependent on solid-state circuits and computer support which makes them more susceptible to disruptive electrical transients/spikes within the system. The propeller synchrophaser, for example, has translated a low voltage condition into a loss of engine power resulting in over 30 flight mishaps from 1987 to 1989. The C-130 will continue to be a viable part of the airlift forces into the next century. The C-130 will need 'clean' electrical power for all new modifications to operate properly and reliably. PMD 2264(2). AFSOC: 4E's, 14 Talon I, 8 ACH's, 24 MCH's, 24 MCP's, 13 ACU's ACC: 97 E's, 7 ECE's, 24 H's, 14 ECH's, 9 HCP's PACAF: 26 USAFE: 10 AFRES: 20 E's, 10 WCH's, 9 HCN/P's, 76 H's ANG: 43 E's, 8 ECE's, 95 H's, 7 LCH's. Not going to mod H-3, J models, AC or MCE

Aircraft Breakdown: Active 274, Reserve 115, ANG 153

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	166	19.3			132	11.7	177	16.5	41	3.0	22	0.4
KITS NONRECUR	4	9.8										
EQUIPMENT	[166]	3.0			[132]	2.1	[177]	3.5	[41]	0.8	[22]	0.3
EQUIP NONREC	[4]	1.9										
CHANGE ORDERS												
DATA		2.6				0.1						
SIM/TRAINER		1.1										
SUPPORT-EQUIP												
FLIGHT TEST		0.1										
TOOLING												
OGC		0.9		1.2		0.7						
INSTALLATION OF HARDWARE												
FY-93 4 KITS	[4]	0.0										
FY-94 2 KITS	[2]	0.1										
FY-95 18 KITS	[18]	1.2										
FY-96 67 KITS	[55]	3.7			[12]	0.8						
FY-97 79 KITS					[79]	3.4						
FY-99 132 KITS							[132]	6.6				
FY-00 177 KITS									[177]	11.2		
FY-01 41 KITS											[41]	1.9
FY-02 22 KITS												
TOTAL INSTALL	79	5.0			91	4.2	132	6.6	177	11.2	41	1.9
TOTAL COST (BP-1100)	170	43.7		1.2	132	18.8	177	26.6	41	15.0	22	2.7

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Fact Sheet: C-130 MN-18600B ELECTRICAL SYSTEM UPGRADE (Continued)

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

(Continued)

Fact Sheet: C-130 MN-18600B ELECTRICAL SYSTEM UPGRADE

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)									538	50.9
INSTALL KITS									4	9.8
KITS NONRECUR									[538]	9.7
EQUIPMENT									[4]	1.9
EQUIP NONREC										
CHANGE ORDERS										2.7
DATA										1.1
SIM/TRAINER										
SUPPORT-EQUIP										0.1
FLIGHT TEST										
TOOLING										2.8
OGC										
INSTALLATION OF HARDWARE									[4]	
FY-93 4 KITS									[2]	0.1
FY-94 2 KITS									[18]	1.2
FY-95 18 KITS									[67]	4.4
FY-96 67 KITS									[79]	3.4
FY-97 79 KITS									[132]	6.6
FY-99 132 KITS									[177]	11.2
FY-00 177 KITS									[41]	1.9
FY-01 41 KITS									[22]	0.3
FY-02 22 KITS	[22]	0.3							542	29.3
TOTAL INSTALL	22	0.3							542	108.2
TOTAL COST (BP-1100)		0.3								

(Totals may not add due to rounding)

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)		06/94	06/94	06/95	06/96	12/96		12/98	12/99	12/00	12/01	
Delivery Date (Month/CY)		06/95	09/95	12/97	03/98	09/98		12/99	12/00	12/01	12/02	

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99		
Quarters	1	2	3	4	1	2	3	4	1	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										30	30	30	30	30	14
Output																2	2	2									30	30	30	30	30	30

	FY-00				FY-01				FY-02				FY-03		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	31	34	33	34	44	44	44	45	11	10	10	10	11	11		
Output	14	31	34	33	34	44	44	44	45	11	10	10	10	11	11	

FY 2000 PBR

CLC: C-130 Class P

Modification Title and No: FUEL QTY SYS UPGRADE ON C-130H MN-18603B

PE 0401115F Team MOBIL

Models of Aircraft Affected: EC-130H/C130H

Center: WR-ALC

Description/Justification

Modification upgrades the fuel quantity system on early (FY73-74) E/C-130H aircraft by installing externally mounted fuel probes, digital fuel quantity indicators and associated wiring. These are the same probes installed on the later H-model aircraft, so no new development is required. Installation of the external probes is accomplished by installation of a new outer wing (when available from retiring E-models) which already have external probes. 12 EC-130H are also receiving digital fuel quantity indicators. Modification decreases maintenance hours approximately 90 hours per probe due to improved accessibility and increases MTBF of the fuel indicators to 3500 hours. PMD 2265(4), Appendix M. ACC: 12 ECH Compass Call; AMC: 29 H-1, 1 Prototype (H1 Wing); PACAF: 18 H-1

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Development complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	33	2.6			6		5		4		4	
KITS NONRECUR	1	0.8		0.1								
EQUIPMENT	[33]	2.2			[6]		[5]	0.1	[4]		[4]	
EQUIP NONREC	[1]	0.1										
CHANGE ORDERS												
DATA				0.1								
SIM/TRAINER												
SUPPORT-EQUIP												
TOOLING		0.3		0.1		0.1		0.1		0.1		
OGC		0.2										
INSTALLATION OF HARDWARE												
FY-92 3 KITS	[3]	0.3										
FY-93 11 KITS	[11]	2.7										
FY-94 20 KITS	[7]	1.6	[5]	1.2	[5]	0.9	[3]	0.4				
FY-99 6 KITS							[3]	0.4	[3]	0.4		
FY-00 5 KITS									[2]	0.3	[3]	0.4
FY-01 4 KITS											[2]	0.3
FY-02 4 KITS												
FY-03 4 KITS												
FY-04 3 KITS												
TOTAL INSTALL	21	4.6	5	1.2	5	0.9	6	0.9	5	0.7	5	0.7
TOTAL COST (BP-1100)	34	10.7		1.4	6	1.1	5	1.0	4	0.9	4	0.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Fact Sheet: C-130 MN-18603B FUEL QTY SYS UPGRADE ON C-130H (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	4		3						59	2.7
KITS NONRECUR									1	0.9
EQUIPMENT	[4]		[3]						[59]	2.4
EQUIP NONREC									[1]	0.1
CHANGE ORDERS										
DATA				0.1						0.2
SIM/TRAINER										
SUPPORT-EQUIP										
TOOLING										0.6
OGC										0.2
INSTALLATION OF HARDWARE										
FY-92 3 KITS									[3]	0.3
FY-93 11 KITS									[11]	2.7
FY-94 20 KITS									[20]	4.2
FY-99 6 KITS									[6]	0.9
FY-00 5 KITS									[5]	0.7
FY-01 4 KITS	[2]	0.3							[4]	0.6
FY-02 4 KITS	[2]	0.3	[2]	0.3					[4]	0.6
FY-03 4 KITS			[2]	0.3	[2]	0.3			[4]	0.6
FY-04 3 KITS					[3]	0.5			[3]	0.5
TOTAL INSTALL	4	0.6	4	0.6	5	0.8			60	11.1
TOTAL COST (BP-1100)	4	0.7	3	0.8		0.8			60	18.2

(Totals may not add due to rounding)

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05
Contract Date (Month/CY)	03/92	03/93	03/94					12/98	12/99	12/00	12/01	12/02	12/03	
Delivery Date (Month/CY)	09/93	09/94	09/95					06/00	06/01	06/02	06/03	06/04	06/05	

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1		1		1		1		3	2	4	3	2	2	2	2	2	2	2	3
Output														1		1		1		1		3	2	4	3	2	2	2	2	2	2	2

	FY-00				FY-01				FY-02				FY-03				FY-04				FY-05		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3
Input	2	1	2	1	2	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	2
Output	3	2	1	2	1	2	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	3

FY 2000 PBR
Modification Title and No: INSTL OF SOLID-STATE FLIGHT DATA RECORDER MN-3149 CLC: C-130 Class P

Models of Aircraft Affected: C-130 (ALL EXCEPT MC-130H & AC-130U) Center: ASC PE 0401115F Team MOBIL

Description/Justification

This navigation safety mod replaces the existing digital flight data recorder & download equipment with a form/fit/function (F3) solid state recorder and new analysis equipment. This modification is in response to the C-130 BAR recommendation for a replacement recorder. The existing tape-based recorder & download equipment are unsupportable. Information required for mishap investigation is often missing or incomplete due to problems with the recorder. The recorder is consistently in the top 50 critical items due to repair parts problems & download equipment is no longer repairable or procurable.

Aircraft Breakdown: Active 151, Reserve 137, ANG 195

Development Status

Gp B is an F3, COTS replacement & will be installed at O&I level. The support equipment is also COTS and will be provided in conjunction with the Group B. Aircraft breakout: ACC: 1E, 14 ECH, 9 HCP; AETC: 18E, 2 NCH; AFRC: 31 E, 8 MCE Combat Talon, 56 H-2, 23 H-3, 10 WCH, 4 HCP Tanker, 5 MCP Combat Shadow; AFSOC: 4 E, 6 MCE Combat Talon, 8 ACH Gunship, 19 MCP Combat Shadow; AMC: 5 E, 29 H-1, 14 H-3; ANG 26 E, 104 H-2, 42 H-3, 10 LCH, 13 HCN/P Tanker; PACAF: 4E, 18 H-1

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							241	3.2	241	3.2		
EQUIP NONREC							1					
CHANGE ORDERS												
DATA								0.3				
SIM/TRAINER												
SUPPORT-EQUIP								1.9				
TOTAL COST (BP-1100)							242	5.4	241	3.2		

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE
Initial Lead Time: 3 Months Follow-On Lead Time: 1 Month

Fact Sheet: C-130 MN-3149 INSTL OF SOLID-STATE FLIGHT DATA RECORDER (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									482	6.4
EQUIP NONREC									1	
CHANGE ORDERS										
DATA										0.3
SIM/TRAINER										
SUPPORT-EQUIP										1.9
TOTAL COST (BP-1100)									483	8.6

(Totals may not add due to rounding)

Milestones

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

FY 2000 PBR

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

CLC: C-130 Class P

Models of Aircraft Affected: ALL MODELS OF C-130

Center: WR-ALC

PE 0401115F Team MOBIL

Description/Justification

This navigation safety modification installs a space-based radio navigation system that will provide suitably equipped host vehicles with highly accurate, jam-resistant, three dimensional position, velocity, and time data, worldwide in all weather to improve mission effectiveness.

Aircraft Breakdown: Active 225, Reserve 118, ANG 211

Development Status

RDT&E complete. ACC: 11 E, 7 ECE, 9 HCP; AETC: 45 E, 4 MCP; AFRC: 30 E, 65 H, 4 HCN, 4 HCP, 5 MCP, 10 WCH; AFSOC: 4 E, 19 MCP; AMC: 52 E, 30 H; ANG: 64 E, 119 H, 8 ECE, 6 HCN, 7 HCP, 7 LCH; PACAF: 8 E, 17 H; USAFE: 19 E

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	527	5.8	25	0.3								
KITS NONRECUR	2	10.3										
EQUIPMENT	[527]	34.7	[25]	3.1								
EQUIP NONREC	[2]	0.5										
CHANGE ORDERS		1.0										
DATA		1.6										
SIM/TRAINER		0.5										
SUPPORT-EQUIP												
SOFTWARE												
FLIGHT TEST		0.8										
OGC		1.0		0.4								
TOOLING		0.0										
INSTALLATION OF HARDWARE												
FY-92 5 KITS	[5]	0.2										
FY-94 76 KITS	[76]	4.3										
FY-95 142 KITS	[142]	4.4										
FY-96 142 KITS			[142]	2.6								
FY-97 164 KITS			[71]	1.3	[93]	3.4						
FY-98 25 KITS							[25]	1.2				
TOTAL INSTALL	223	8.9	213	3.9	93	3.4	25	1.2				
TOTAL COST (BP-1100)	529	65.2	25	7.7		3.4		1.2				

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 21 Months

Fact Sheet: C-130 MN-3150 NAVSTAR GLOBAL POSITIONING SYSTEM

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									552	6.1
KITS NONRECUR									2	10.3
EQUIPMENT									[552]	37.8
EQUIP NONREC									[2]	0.5
CHANGE ORDERS										1.0
DATA										1.6
SIM/TRAINER										0.5
SUPPORT-EQUIP										
SOFTWARE										
FLIGHT TEST										0.8
OGC										1.4
TOOLING										
INSTALLATION OF HARDWARE										
FY-92 5 KITS									[5]	0.2
FY-94 76 KITS									[76]	4.3
FY-95 142 KITS									[142]	4.4
FY-96 142 KITS									[142]	2.6
FY-97 164 KITS									[164]	4.7
FY-98 25 KITS									[25]	1.2
TOTAL INSTALL									554	17.4
TOTAL COST (BP-1100)									554	77.5

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-91				FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input															2	3		7	7	7	1	3	4	15	20	46	46	46	56	45	45	43
Output															2	3		7	7	7	1	3	4	15	20	46	46	46	56	45	45	43

	FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4
Input	36	33	32	32	13	12		
Output	36	33	32	32	13	12		

FY 2000 PBR
Modification Title and No: SCNS MN-3190

CLC: C-130 Class P

Models of Aircraft Affected: C-130B/E/H/N/P

Center: WR-ALC

PE 0401115F Team MOBIL

Description/Justification

Equips C-130 aircraft with a Self-Contained Navigation System (SCNS). The SCNS will enable C-130s to operate without external navigation aids, since in battle zones navigation aids are likely to be shut down or jammed. The SCNS will improve the C-130 mission success likelihood, particularly on low level missions. The SCNS will be procured as a single entity and will include: Inertial Navigation Unit (INU), doppler velocity sensor, cockpit display unit, and an air data computer. Data Transfer System (DTS) permits aircrews to preload mission data in ground facilities for digital transfer vs manual loading on aircraft saving many manhours. FY93 ECP's's include dual inertial navigation system & OFP update. FY96/97/98 funds High Speed Processor upgrade to allow SCNS to function properly with on going and planned avionics, and software upgrades. PMD: 3115(3)/3190.

Aircraft Breakdown: Active 258, Reserve 118, ANG 173

Development Status

Note: total kit procurements, total installation line, and total kits actually installed differ because 10 kits were procured separately prior to FY87 thereby reducing the number of kits required to be purchased under this modification. 139 kits were installed via O&I. ACC: 9 E, 7 ECE, 9 HCP; AETC: 39 E, 4 MCP;AFRC: 25 E, 71 H, 4 HCN, 3 HCP, 5 MCP, 10 WCH; AFSOC: 3 E, 19 MCP; AMC: 57 E, 67 H; ANG: 56 E, 89 H, 8 ECE, 6 HCN, 7 HCP, 7 LCH; PACAF: 6 E, 21 H; USAFE: 17 E

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	535	24.9										
KITS NONRECUR	4	14.4										
EQUIPMENT	[535]	133.1										
EQUIP NONREC	[1]	17.1		0.1								
CHANGE ORDERS		8.5										
DATA		6.2		0.1		0.1						
SIM/TRAINER		26.1										
SUPPORT-EQUIP		31.7										
FLIGHT TEST												
TOOLING/EAP		50.0										
ICS		13.1		5.3		3.9						
INSTAL		5.1										
OGC		0.3		0.2		0.2						
INSTALLATION OF HARDWARE												
FY-90 517 KITS	[517]											
FY-92 14 KITS	[14]	2.6										
FY-93 8 KITS	[8]	0.8										
TOTAL INSTALL	539	3.4										
TOTAL COST (BP-1100)	539	341.4		5.7		4.2						

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 24 Months

Follow-On Lead Time: 7 Months

Fact Sheet: C-130 MN-3190 SCNS

Projected Financial Plan (Continued) (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									535	24.9
KITS NONRECUR									4	14.4
EQUIPMENT									[535]	133.1
EQUIP NONREC									[1]	17.2
CHANGE ORDERS										8.5
DATA										6.4
SIM/TRAINER										26.1
SUPPORT-EQUIP										31.7
FLIGHT TEST										7.5
TOOLING/EAP										50.0
ICS										22.2
INSTAL										5.1
OGC										0.7
INSTALLATION OF HARDWARE										
FY-90 517 KITS									[517]	
FY-92 14 KITS									[14]	2.6
FY-93 8 KITS									[8]	0.8
TOTAL INSTALL									539	3.4
TOTAL COST (BP-1100)									539	351.3

(Totals may not add due to rounding)

Milestones

	FY-90	FY-91	FY-92	FY-93	FY-94	FY-95	FY-96
Contract Date (Month/CY)	12/89		06/93	09/94			
Delivery Date (Month/CY)	12/89		06/94	06/95			

Installation Schedule

	FY-90				FY-91				FY-92				FY-93				FY-94				FY-95				FY-96		
Quarters	1	2	3	4	1	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	14	27	37	37	31	39	48	37	41	51	25	29	23	24	25	19	11	8	4	8	2	3	3	2			
Output	1	11	21	35	35	31	41	46	46	42	53	23	27	22	28	18	22	15	2	8	4	8	2	3	3	2		

FY 2000 PBR

Modification Title and No: HF AUTO COMM PROCESSOR (ACP) MN-3353

CLC: C-130 Class P

Models of Aircraft Affected: C-130E/H

Center: WR-ALC

PE 0401115F Team MOBIL

Description/Justification

This modification supports the Airlift Mobility Command's Command and Control (C2) system upgrade. It, along with several additional multiple weapon system mods, provide the enhancements and upgrades to the airborne segment of the AMC C2 system upgrade. Specifically this modification improves the performance of the AN/ARC-190 HF radio by adding automatic channel scanning, automatic addressing with address protection, channel evaluation and frequency management. Also jam resistance/avoidance through slow frequency hopping will be provided. PMD: 0924(1)/T3353.

Aircraft Breakdown: Active 278, Reserve 133, ANG 245

Development Status

CCB May 89. A total of 656 installs for ACS will be accomplished (SCNS only). Group A deltas from the basic ACP kit are indicated on the change order line. FY98 buy of 43 Gp A was necessitated by MDS chanages & non-retiring A/C. A total of 306 Gp B were anticipated to be provided at no cost--excess from other platforms. 78 Gp B were actually provided. Buys inFY98-99 are for the 271 Gp B outstanding. The first 20 A/C were performed at O&I level. KP & TI account for 13 of the installs & the remaining 7 A/C were traditional installations. Breakdown -- ACC:12 E, 7 ECE, 9 HCP, 14 ECH; AETC: 45 E, 4 MCP, 3 MCH; AFMC: 1 ECH; AFRC: 35 E, 73 H, 5 HCN, 5 HCP, 5 MCP, 10 WCH; AFSOC: 4 E, 17 MCP, 8 ACH, 21 MCH; AMC: 50 E, 40 H; ANG: 89 E, 121 H, 9 ECE, 8 HCN, 9 HCP, 7 LCH; PACAF: 7 E, 20 H; USAFE: 18 E

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	600	5.0	43	0.4								
KITS NONRECUR	13	0.4										
EQUIPMENT	[294]	11.2	[112]	2.4	[113]	2.4						
EQUIP NONREC	[13]	1.0										
CHANGE ORDERS	[608]	9.0										
DATA				0.3		0.1						
SIM/TRAINER							[11]	1.7				
SUPPORT-EQUIP		1.3										
OGC		0.3		0.3								
FLIGHT TEST		0.0										
INSTALLATION OF HARDWARE												
FY-90 56 KITS	[56]	0.3										
FY-91 36 KITS	[36]	0.3										
FY-92 349 KITS	[316]	2.1	[33]	0.3								
FY-93 68 KITS			[68]	0.7								
FY-94 104 KITS			[11]	0.1	[12]	0.6	[76]	0.5	[5]	0.0		
FY-98 43 KITS									[19]	0.1	[24]	0.1
TOTAL INSTALL	408	2.7	112	1.1	12	0.6	76	0.5	24	0.2	24	0.1
TOTAL COST (BP-1100)	613	38.4	43	4.5		3.1		2.2		0.2		0.1

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Fact Sheet: C-130 MN-3353 HF AUTO COMM PROCESSOR (ACP)

Projected Financial Plan (Continued)

(Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									643	5.5
KITS NONRECUR									13	0.4
EQUIPMENT									[519]	16.0
EQUIP NONREC									[13]	1.0
CHANGE ORDERS									[608]	9.0
DATA										7.9
SIM/TRAINER									[11]	1.7
SUPPORT-EQUIP										1.3
OGC										0.6
FLIGHT TEST										
INSTALLATION OF HARDWARE										
FY-90 56 KITS									[56]	0.3
FY-91 36 KITS									[36]	0.3
FY-92 349 KITS									[349]	2.4
FY-93 68 KITS									[68]	0.7
FY-94 104 KITS									[104]	1.3
FY-98 43 KITS									[43]	0.3
TOTAL INSTALL									656	5.2
TOTAL COST (BP-1100)									656	48.5

(Totals may not add due to rounding)

Milestones

	FY-90	FY-91	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)	06/90	09/91	09/92	12/92	09/94				12/97	12/98			
Delivery Date (Month/CY)	06/91	06/92	06/93	09/93	06/96				12/98	12/99			

Installation Schedule

	FY-90				FY-91				FY-92				FY-93				FY-94				FY-95				FY-96				FY-97			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											1	1			3		1	2	3	1		3	1	4		2	1	3	2	26	69	65
Output											1	1			3		1	2	3	1		3	1	4		2	1	3	2	26	69	65

	FY-98				FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	55	53	42	49	31	36	40	38	34	25	12	5	6	6	6	6	6	6	6	6
Output	55	53	42	49	31	36	40	38	34	25	12	5	6	6	6	6	6	6	6	6

FY 2000 PBR
Modification Title and No: AIRLIFT DEFENSIVE SYSTEMS MN-3455

CLC: C-130 Class P

Models of Aircraft Affected: C-130, E, H

Center: WR-ALC

PE 0401115F Team MOBIL

Description/Justification

The C-130 users have had long standing mission need for electronic warfare defensive systems which will improve aircrew survivability. The electronic warfare defensive systems will consist of a missile warning receiver, and a flare and chaff dispenser. PMD: 9246(2) C-MNS directed installation of ALQ-131 pod on 19 C-130 (AWADS) and 10 AFRES C-130H aircraft. All ALQ-131 installs occured in FY96/1. Initial kits for the program were accomplished under a CMNS. The follow-on is a full-up installation kit which requires a longer leadtime. Numerous aircraft configurations have resulted in the production of several kit types whose hardware and installation costs vary significantly.

Aircraft Breakdown: Active 210, Reserve 113, ANG 163

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.3										
PROCUREMENT (3010)												
INSTALL KITS	218	10.2	36	0.7	28	0.7	105	5.2	99	4.2		
KITS NONRECUR	[1]	3.2										
EQUIPMENT	[235]	36.6	[36]	2.8	[28]	2.5	[105]	15.4	[99]	12.7		
EQUIP NONREC												
CHANGE ORDERS						2.8		3.5		7.9		6.0
DATA		0.4										
SIM/TRAINER	[11]	0.3										
SUPPORT-EQUIP		5.0		0.6		0.3		2.9		2.9		0.5
FLIGHT TEST		0.4										
OGC		0.7		0.7		0.3						
T.O. Printing				0.3								
INSTALLATION OF HARDWARE												
FY-92 18 KITS	[18]	1.7										
FY-93 30 KITS	[30]	2.2										
FY-94 102 KITS	[74]	5.4	[8]	0.2	[20]	0.4						
FY-95 8 KITS	[4]	0.0	[4]	0.4								
FY-96 12 KITS			[12]	1.2								
FY-97 48 KITS					[28]	2.0	[20]	1.7				
FY-98 36 KITS							[36]	1.5				
FY-99 28 KITS									[28]	1.3		
FY-00 105 KITS											[105]	7.2
FY-01 99 KITS												
TOTAL INSTALL	126	9.3	24	1.8	48	2.4	56	3.3	28	1.3	105	7.2
TOTAL COST (BP-1100)	218	66.1	36	6.9	28	9.0	105	30.2	99	28.9		13.6

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 24 Months

Fact Sheet: C-130 MN-3455 AIRLIFT DEFENSIVE SYSTEMS (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										2.3
PROCUREMENT (3010)										
INSTALL KITS									486	21.0
KITS NONRECUR									[1]	3.2
EQUIPMENT									[503]	70.0
EQUIP NONREC										
CHANGE ORDERS		5.8		5.0		2.2				33.2
DATA										0.4
SIM/TRAINER									[11]	0.3
SUPPORT-EQUIP		1.2								13.5
FLIGHT TEST										0.4
OGC										1.8
T.O. Printing										0.3
INSTALLATION OF HARDWARE										
FY-92 18 KITS									[18]	1.7
FY-93 30 KITS									[30]	2.2
FY-94 102 KITS									[102]	6.0
FY-95 8 KITS									[8]	0.4
FY-96 12 KITS									[12]	1.2
FY-97 48 KITS									[48]	3.7
FY-98 36 KITS									[36]	1.5
FY-99 28 KITS									[28]	1.3
FY-00 105 KITS									[105]	7.2
FY-01 99 KITS	[99]	5.9							[99]	5.9
TOTAL INSTALL	99	5.9							486	31.0
TOTAL COST (BP-1100)		12.9		5.0		2.2			486	175.1

(Totals may not add due to rounding)

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)	03/92	12/92	12/93	09/95	06/97	06/97	12/97	12/98	12/99	12/00		
Delivery Date (Month/CY)	12/92	12/93	12/94	03/96	12/97	06/98	12/99	12/00	12/01	12/02		

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	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	5	5	5	8	8	7	7	12	12	12	13	24	5							6	6	6	6	12	12	12	12
Output					3	5	5	5	8	8	7	7	12	12	12	13	24	5							6	6	6	6	12	12	12	12

	FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	14	14	14	14	7	7	7	7	16	26	31	32	25	25	25	24
Output	14	14	14	14	7	7	7	7	16	26	31	32	25	25	25	24

FY 2000 PBR

Modification Title and No: MICROWAVE LANDING SYS (MLS) MN-3587 CLC: C-130 Class P

Models of Aircraft Affected: C-130E/N Center: WR-ALC PE 0305114F Team C4I

Description/Justification

Acquires and installs Group B for modified commercial Microwave Landing System (MLS) avionics. PMD: 0958(1)/35114F. ACC: 11 E, 9 HCP; AETC: 40 E, 4 MCP; AFRC: 38 E, 65 H, 4 HCN, 4 HCP, 5 MCP; AFSOC: 4 E, 19 MCP; AMC: 40 E, 33 H; ANG: 60 E, 146 H, 6 HCN, 7 HCP, 7 LCH; PACAF: 8 E, 21 H; USFE: 19 E

Aircraft Breakdown: Active 208, Reserve 116, ANG 226

Development Status

The pre FY83 SCNS aircraft already have Group A provisions installed. (434 Group A to be installed as part of the SCNS mod.)

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	115	2.4										
KITS NONRECUR	1	0.0										
EQUIPMENT	[539]	13.3	[6]	0.6								
EQUIP NONREC		1.5		0.1								
CHANGE ORDERS				0.5								
DATA		0.2		0.2								
SIM/TRAINER	[11]	1.0										
SUPPORT-EQUIP		1.5										
KIT REPLENISHMENT		0.5	[10]	0.9								
INSTALLATION OF HARDWARE												
FY-90 1 KITS	[1]											
FY-91 60 KITS	[60]	2.3										
FY-92 55 KITS	[55]	3.3		0.2								
TOTAL INSTALL	116	5.6		0.2								
TOTAL COST (BP-1100)	116	32.7		2.5								

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 18 Months Follow-On Lead Time: 12 Months

Fact Sheet: C-130 MN-3587 MICROWAVE LANDING SYS (MLS) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									115	2.4
KITS NONRECUR									1	
EQUIPMENT									[545]	13.9
EQUIP NONREC										1.6
CHANGE ORDERS										7.2
DATA										0.4
SIM/TRAINER									[11]	1.0
SUPPORT-EQUIP										1.5
KIT REPLENISHMENT									[10]	1.4
INSTALLATION OF HARDWARE										
FY-90 1 KITS									[1]	
FY-91 60 KITS									[60]	2.3
FY-92 55 KITS									[55]	3.6
TOTAL INSTALL									116	5.9
TOTAL COST (BP-1100)									116	35.2

(Totals may not add due to rounding)

Milestones

	FY-90	FY-91	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98
Contract Date (Month/CY)	06/91	06/93	06/93						
Delivery Date (Month/CY)	12/92	06/94	06/94						

Installation Schedule

	FY-90				FY-91				FY-92				FY-93				FY-94				FY-95				FY-96				FY-97			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1						5	25	25	25	25	2						2	2	
Output														1						5	25	25	25	25	2						2	2

	FY-98			
Quarters	1	2	3	4
Input	1	2	1	
Output		1	2	1

FY 2000 PBR
Modification Title and No: ENGINES MN-6040

CLC: C-130 Class P

Models of Aircraft Affected: C-130E

Center: SA-ALC

PE 0401115F Team MOBIL

Description/Justification

This program converts 59 T56-7 engines to 56-15 engines. The result will be a significant increase in performance and reliability. The program has only recently been funded and the program plan is currently being developed.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A; T56-15 engines are currently in service on other C-130 aircraft.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS								6.0		6.0		6.0
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)								6.0		6.0		6.0

(Totals may not add due to rounding)

Method of Implementation:

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

Fact Sheet: C-130 MN-6040 ENGINES (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS		6.0		4.8						28.8
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)		6.0		4.8						28.8

(Totals may not add due to rounding)

Milestones

	FY-00
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR
Modification Title and No: ALR-69 (RWR) MN-8220

CLC: C-130 Class P

Models of Aircraft Affected: C-130E/H

Center: WR-ALC

PE 0401115F Team MOBIL

Description/Justification

CSAF validated C-MNS implemented by SAF/AQQ 25/2282 Msg PMD. Aircrews flying missions in support of Provide Promise are being subjected to an increasing level of electronic threats which need to be modified so not to impact our worldwide airlift mission PMD 2264(3). Installs Radar Warning Receiver, RWR, on 366 C-130 aircraft. Provides airborne warning of all AAA, interceptors, and surface-air threats. Completes C-130 fleet for all aircraft already equipped with Airlift Defensive System. Some equipment has been furnished GFE and requires replacement of missing parts and installation.

Aircraft Breakdown: Active 122, Reserve 112, ANG 228

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	80	4.0	1	0.1								
KITS NONRECUR	2	4.7										
EQUIPMENT	[78]		[1]									
EQUIP NONREC												
CHANGE ORDERS		1.9										
DATA		1.4										
SIM/TRAINER		1.3		1.5								
SUPPORT-EQUIP		5.4				0.3						
OGC												
T.O. Printing												
INSTALLATION OF HARDWARE												
FY-94 39 KITS	[39]	3.9										
FY-95 27 KITS	[25]	1.1	[2]	0.3								
FY-96 16 KITS	[11]	0.9	[2]	0.3	[3]	0.2						
FY-98 1 KITS					[1]	0.1						
FY-03 33 KITS												
FY-04 28 KITS												
FY-05 34 KITS												
FY-06 72 KITS												
FY-07 50 KITS												
FY-08 12 KITS												
FY-09 60 KITS												
FY-10 60 KITS												
FY-11 30 KITS												
TOTAL INSTALL	75	6.0	4	0.6	4	0.3						
TOTAL COST (BP-1100)	82	39.9	1	2.2		0.6						

(Totals may not add due to rounding)

Fact Sheet: C-130 MN-8220 ALR-69 (RWR) (Continued)

Method of Implementation: COMBINATION

Initial Lead Time: 2 Months Follow-On Lead Time: 24 Months

Fact Sheet: C-130 MN-8220 ALR-69 (RWR) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	33	2.2	28	1.9	34	2.4	284	21.9	460	32.6
KITS NONRECUR									2	4.7
EQUIPMENT	[33]	11.9	[28]	10.4	[34]	12.9	[284]	117.0	[458]	167.5
EQUIP NONREC										
CHANGE ORDERS										1.9
DATA										1.4
SIM/TRAINER										2.8
SUPPORT-EQUIP		1.3		1.4		1.6		9.7		19.6
OGC										
T.O. Printing										
INSTALLATION OF HARDWARE										
FY-94 39 KITS									[39]	3.9
FY-95 27 KITS									[27]	1.4
FY-96 16 KITS									[16]	1.4
FY-98 1 KITS									[1]	0.1
FY-03 33 KITS					[33]	3.0			[33]	3.0
FY-04 28 KITS							[28]	2.6	[28]	2.6
FY-05 34 KITS							[34]	3.2	[34]	3.2
FY-06 72 KITS							[72]	7.1	[72]	7.1
FY-07 50 KITS							[50]	5.0	[50]	5.0
FY-08 12 KITS							[12]	1.2	[12]	1.2
FY-09 60 KITS							[60]	6.3	[60]	6.3
FY-10 60 KITS							[60]	6.4	[60]	6.4
FY-11 30 KITS							[30]	3.3	[30]	3.3
TOTAL INSTALL					33	3.0	346	35.1	462	45.0
TOTAL COST (BP-1100)	33	15.5	28	13.7	34	19.9	284	183.8	462	275.5

(Totals may not add due to rounding)

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)	04/94	06/95	09/96		06/98							12/04	12/05	12/06	12/07
Delivery Date (Month/CY)	06/94	12/95	03/97		12/98							12/06	12/07	12/08	12/09

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

Fact Sheet: C-130 MN-8220 ALR-69 (RWR) (Continued)

Installation Schedule

	FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00				FY-01		
Quarters	1	2	3	4	1	2	3	4	1	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	18						2	4	10	10	10	15	5	1	1	2		1		2	1								
Output			1	18						2	4	10	10	10	15	5	1	1	2		1		2	1								

	FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08				FY-09			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													8	8	8	9	7	7	7	7	8	8	9	9	18	18	18	18	12	12	13	13
Output													8	8	8	9	7	7	7	7	8	8	9	9	18	18	18	18	12	12	13	13

	FY-10				FY-11				FY-12			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input	3	3	3	3	15	15	15	15	22	22	23	23
Output	3	3	3	3	15	15	15	15	22	22	22	24

FY 2000 PBR
Modification Title and No: AERSPACE RESCUE AND RECOVERY MN-8424 CLC: C-130 Class P

Models of Aircraft Affected: HC130 Center: WR-ALC PE 0207224F Team AIR

Description/Justification

This Chief of Staff directed program converts 7 C-130 aircraft to a combat rescue (HC-130P) configuration. The program is required to provide adequate HC-130N/P force structure to support world-wide rescue requirements. A contract to convert 1 C-130E was awarded in FY98. An additional C-130E will be converted beginning in FY99. The remaining conversions will use WC-130Hs pending aircraft availability. Both the C-130E and WC-130H modifications will require trial installs with associated NRE. Costs vary based on MDS and each aircraft's starting configuration . The 1 install in FY99 is a TI and is paid for under NRE. 1 of the 2 installs in FY00 is a TI and is paid for under NRE.

Aircraft Breakdown: Active 5, Reserve 2, ANG 0

Development Status

N/A. AFRC: 1 E TO HCP, 1 WC to HCP; AETC: 1 E to HCP, 1 WC to HCP; ACC: 3 WC TO HCP

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					1	1.8			1	1.8		
KITS NONRECUR			1	2.4	1	1.8						
EQUIPMENT					[1]	3.2			[1]	3.2		
EQUIP NONREC			[1]	4.4	[1]	5.3						
CHANGE ORDERS												
DATA				0.5		0.6				0.5		
SIM/TRAINER												
SUPPORT-EQUIP												
FLIGHT TEST				0.3		0.3		0.6		0.3		
OGC				0.5		0.3						
INSTALLATION OF HARDWARE												
FY-98 1 KITS					[1]							
FY-99 2 KITS							[2]	4.9				
FY-01 1 KITS									[1]	3.4		
FY-04 2 KITS												
FY-05 1 KITS												
TOTAL INSTALL					1		2	4.9	1	3.4		
TOTAL COST (BP-1100)		0.0	1	8.1	2	13.3		5.5	1	9.2		

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

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

Fact Sheet: C-130 MN-8424 AERSPACE RESCUE AND RECOVERY (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS			2	7.5	1	4.7			5	16.0
KITS NONRECUR									2	4.2
EQUIPMENT			[2]	11.1	[1]	6.1			[5]	23.6
EQUIP NONREC									[2]	9.7
CHANGE ORDERS										
DATA				0.8						2.5
SIM/TRAINER										
SUPPORT-EQUIP										
FLIGHT TEST				0.8						2.2
OGC										0.9
INSTALLATION OF HARDWARE										
FY-98 1 KITS									[1]	
FY-99 2 KITS									[2]	4.9
FY-01 1 KITS									[1]	3.4
FY-04 2 KITS			[2]	12.9					[2]	12.9
FY-05 1 KITS					[1]	5.6			[1]	5.6
TOTAL INSTALL			2	12.9	1	5.6			7	26.8
TOTAL COST (BP-1100)			2	33.2	1	16.5			7	85.8

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05
Contract Date (Month/CY)		08/98	06/99		12/00			12/03	12/04
Delivery Date (Month/CY)		09/99	06/00		12/01			12/04	12/05

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1				2				1								2			
Output													1				2				1								2			

	FY-05			
Quarters	1	2	3	4
Input	1			
Output	1			

FY 2000 PBR

Modification Title and No: BLEED AIR DUCT REPLACEMENT MN-8448 CLC: C-130 Class P

Models of Aircraft Affected: C-130 Center: WR-ALC PE 0401115F Team MOBIL

Description/Justification

This FLIGHT SAFETY modification is a follow-on bleed air duct replacement. Safety mod T8016S replaced 5 critical ducts. Nov 95 Bleed Air Duct Risk Assessment identified 4 additional ducts which need replacement with inconel ducts due to potential risk of failure and resulting collateral damage. (Group A only kit buy). This is a non-developmental acquisition. There is no change to duct fit or function. Only the material is changed.

Aircraft Breakdown: Active 291, Reserve 109, ANG 187

Development Status

N/A. AFR: 31 E, 8 ME, 47 H, 10 WH, 4 HN, 4 HP, 5 MP; ANG: 72 E, 8 EE, 94 H, 4 LH, 2 HN, 7 HP; PACAF: 18 H, 13E; USAFE: 19 E; AMC: 51 E, 29 H; ACC: 3 E, 7 EE, 14 EH, 9 HP; AETC: 45 E, 3 MH, 4 MP; AFSOC: 4 E, 6 ME, 8 AH, 21 MH, 19 MP, 13 AU; AFMC: 1 NA, 2 NH, 1NE, 1 EH

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			75	0.5	123	0.8	253	1.7	136	1.0		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-98 75 KITS					[2]	0.0	[73]	0.5				
FY-99 123 KITS							[107]	0.6	[16]	0.1		
FY-00 253 KITS									[209]	1.2	[44]	0.3
FY-01 136 KITS											[136]	0.8
TOTAL INSTALL					2		180	1.0	225	1.3	180	1.1
TOTAL COST (BP-1100)			75	0.5	123	0.8	253	2.7	136	2.3		1.1

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

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

Fact Sheet: C-130 MN-8448 BLEED AIR DUCT REPLACEMENT (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									587	4.1
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-98 75 KITS									[75]	0.5
FY-99 123 KITS									[123]	0.7
FY-00 253 KITS									[253]	1.4
FY-01 136 KITS									[136]	0.8
TOTAL INSTALL									587	3.4
TOTAL COST (BP-1100)									587	7.5

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								2	45	45	45	45	57	56	56	56	45	45	45	45
Output								2	45	45	45	45	57	56	56	56	45	45	45	45

FY 2000 PBR
Modification Title and No: LIQUID OXYGEN SYSTEM (LOX) MN-8449 CLC: C-130 Class P

Models of Aircraft Affected: C-130 Center: WR-ALC PE 0401115F Team MOBIL

Description/Justification

Installation of a coil tube type heat exchanger of 200 liters per minute flow capacity to be retrofitted in the place of current heat exchangers on all C-130 a/c presently equipped with single LOX converters and dual flatplate heat exchangers. The current LOX converter is rated at 150 liters per minute flow capacity and the flat plate heat exchangers downstream are rated at only a combined 70 liters per minute which can cause excessively low oxygen gas temperature to large crews in emergency situations which has resulted in mission abort due to lack of sufficient oxygen to the crew.

Aircraft Breakdown: Active 251, Reserve 126, ANG 229

Development Status

AMC: 48 E, 43 H ACC: 1 E, 7 ECE, 12 ECH ANG: 68 E, 146 H, 8 ECE, 7 LCH AFSOC: 4 E, 6 MCE, 21 MCH, 13 ACU AETC: 43E, 3 MCH AFMC: 2 NCH AFRC: 29 E, 79 H, 10 WCH, 8 MCE PACAF: 12 E, 18 H USAFE: 18 E

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							199	0.8	407	1.6		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.2				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-00 199 KITS									[199]	1.1		
FY-01 407 KITS									[51]	0.3	[356]	2.0
TOTAL INSTALL									250	1.4	356	2.0
TOTAL COST (BP-1100)							199	1.0	407	3.0		2.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months Follow-On Lead Time: 8 Months

Fact Sheet: C-130 MN-8449 LIQUID OXYGEN SYSTEM (LOX) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									606	2.4
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.2
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-00 199 KITS									[199]	1.1
FY-01 407 KITS									[407]	2.3
TOTAL INSTALL									606	3.4
TOTAL COST (BP-1100)									606	6.0

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)			01/00	01/01	
Delivery Date (Month/CY)			01/01	09/01	

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													60	90	100	118	119	119		
Output														60	90	100	118	119	119	

FY 2000 PBR
Modification Title and No: INSTALLATION OF AN/APN-241, SATCOM AND EFI MN-8455 CLC: C-130 Class P

Models of Aircraft Affected: C-130-H Center: WR-ALC PE 0401115F Team MOBIL

Description/Justification

Installation of Northrop/Grumman Low Power Color Radar, electronic flight instruments and satellite communications system on 4 LC-130/H ANG aircraft. Provide Interim Contractor Support for the AN/APN-241 Radar

Aircraft Breakdown: Active 0, Reserve 0, ANG 4

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR	4	0.2										
EQUIPMENT												
EQUIP NONREC	[4]	2.4										
CHANGE ORDERS		2.4										
DATA		0.2										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.5								
T.O. Printing												
ICS						1.4		1.4		1.4		1.4
FLIGHT TEST		0.1										
INSTALLATION OF HARDWARE												
FY-97 4 KITS	[4]	0.2										
TOTAL INSTALL	4	0.2										
TOTAL COST (BP-1100)	4	5.5		0.5		1.4		1.4		1.4		1.4

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY
Initial Lead Time: 8 Months Follow-On Lead Time: 0 Months

Fact Sheet: C-130 MN-8455 INSTALLATION OF AN/APN-241, SATCOM AND EFI (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR									4	0.2
EQUIPMENT										
EQUIP NONREC									[4]	2.4
CHANGE ORDERS										2.4
DATA										0.2
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.5
T.O. Printing										
ICS		1.4		1.4		1.4				9.8
FLIGHT TEST										0.1
INSTALLATION OF HARDWARE										
FY-97 4 KITS									[4]	0.2
TOTAL INSTALL									4	0.2
TOTAL COST (BP-1100)		1.4		1.4		1.4			4	15.9

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98
Contract Date (Month/CY)	07/97	
Delivery Date (Month/CY)	03/98	

Installation Schedule

	FY-97				FY-98			
Quarters	1	2	3	4	1	2	3	4
Input						1	3	
Output						1	2	1

FY 2000 PBR

Modification Title and No: C-130 AVIONICS MODERNIZATION PROGRAM (AMP) MN-8517 CLC: C-130 Class P

Models of Aircraft Affected: C-130 Center: WR-ALC PE 0401115F Team MOBIL

Description/Justification

This modification will incorporate Navigation Safety, GATM, various other RM&S upgrades and C-130 Broad Area Review requirements to include: ETCAS, TAWS, replace APN-59 Radar, APQ-175 Radar, replace N-1/C-12 Compass, provide Dual Autopilot, Install dual flight Management System, and provide HF/UHF/VHF Datalink. Delaying this modification will result in increased RM&S costs and our inability to meet mandated Nav/Safety and GATM requirements. The weapon system has evolved into approximately 14 models with multiple variants within each model. Multiple models and configurations result in large support and training inefficiencies and complicate unit interoperability. Maintainability/supportability costs are increasing at a rate much faster than inflation. The 2 kit buys in FY00 and the 3 kit buys in FY01 are TIs and are paid for under NRE. 3 of the 5 kit buys in FY02 are TIs and are paid for under NRE. Sim/Trainer--FY01: 2 flight sims (1 SOF) and 1 ground trainer; FY02 includes 2 flight simulators and 2 maintenance trainers.

Aircraft Breakdown: Active 268, Reserve 100, ANG 166

Development Status

N/A. AFSOC: 8 ACH, 13 ACU, 14 MCE, 24 MCH, 28 MCP AETC: 45 E, 4 MCP, 3 MCH AMC: 18 E, 43H USAFE: 19 E AFRC: 79 AFRC, 4 HCN,4 HCP, 8 MCE, 5 MCP ANG: 146 H, 6 HCN, 7 HCP, 7 LCH PACAF: 18 H ACC: 7 ECE, 14 ECH, 9 HCP AFMC: 1 ECH Non-recurring is spread over 2 yrs to accomplish phased approach to TI/KP/production delivery kits. Data spike caused by ramp up to accomplish digital conversion of remaining paper formatted TOs.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS											2	2.1
KITS NONRECUR							2	3.1	3	4.5	3	5.8
EQUIPMENT											[2]	6.8
EQUIP NONREC							[2]	31.4	[3]	31.4	[3]	25.8
CHANGE ORDERS												
DATA										5.1		2.0
SIM/TRAINER									[3]	15.0	[4]	15.0
SUPPORT-EQUIP								2.0		3.0		2.0
OGC				1.8		2.8		2.0		1.0		1.0
FLIGHT TEST												
ICS										1.0		1.0
WARRANTY												
INSTALLATION OF HARDWARE												
FY-00 2 KITS									[2]			
FY-01 3 KITS											[3]	
FY-02 5 KITS												
FY-03 24 KITS												
FY-04 27 KITS												
FY-05 42 KITS												
FY-06 55 KITS												
FY-07 67 KITS												
FY-08 67 KITS												
FY-09 66 KITS												
FY-10 65 KITS												

Fact Sheet: C-130 MN-8517 C-130 AVIONICS MODERNIZATION PROGRAM (AMP) (Continued)

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-11 62 KITS												
FY-12 49 KITS												
TOTAL INSTALL									2		3	
TOTAL COST (BP-1100)				1.8		2.8	2	38.6	3	61.0	5	61.4

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 18 Months Follow-On Lead Time: 12 Months

Fact Sheet: C-130 MN-8517 C-130 AVIONICS MODERNIZATION PROGRAM (AMP) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	16	13.2	26	21.6	41	35.4	431	403.4	516	475.6
KITS NONRECUR	8	10.6	1	4.7	1	6.3		6.3	18	41.4
EQUIPMENT	[16]	66.0	[26]	108.0	[41]	182.4	[431]	2052.3	[516]	2415.5
EQUIP NONREC	[8]	105.9	[1]	19.5	[1]	8.3			[18]	222.3
CHANGE ORDERS						11.0				11.0
DATA		8.3		8.0						23.4
SIM/TRAINER									[7]	30.0
SUPPORT-EQUIP		2.0								9.0
OGC		2.0		2.0		2.0		14.0		28.6
FLIGHT TEST										
ICS		1.0								3.0
WARRANTY										
INSTALLATION OF HARDWARE										
FY-00 2 KITS									[2]	
FY-01 3 KITS									[3]	
FY-02 5 KITS	[5]	2.2							[5]	2.2
FY-03 24 KITS			[24]	18.1					[24]	18.1
FY-04 27 KITS					[27]	30.8			[27]	30.8
FY-05 42 KITS							[42]	49.9	[42]	49.9
FY-06 55 KITS							[55]	68.1	[55]	68.1
FY-07 67 KITS							[67]	85.5	[67]	85.5
FY-08 67 KITS							[67]	87.3	[67]	87.3
FY-09 66 KITS							[66]	88.4	[66]	88.4
FY-10 65 KITS							[65]	89.1	[65]	89.1
FY-11 62 KITS							[62]	88.9	[62]	88.9
FY-12 49 KITS							[49]	70.3	[49]	70.3
TOTAL INSTALL	5	2.2	24	18.1	27	30.8	473	627.5	534	678.6
TOTAL COST (BP-1100)	24	211.2	27	181.9	42	276.2	431	3103.5	534	3938.4

(Totals may not add due to rounding)

Milestones

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

	FY-13
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

Fact Sheet: C-130 MN-8517 C-130 AVIONICS MODERNIZATION PROGRAM (AMP) (Continued)

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																2	1	1	1		1	2	2		6	6	6	6	7	7	7	6
Output																2	1	1		1		1	2	2	6	6	6	6	6	7	7	7

	FY-06				FY-07				FY-08				FY-09				FY-10				FY-11				FY-12				FY-13		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	12	10	10	10	14	14	14	13	17	17	17	16	17	17	17	16	17	17	16	16	16	16	16	17	16	16	15	15	13	12	12	12
Output	10	10	12	10	13	14	14	14	16	17	17	17	16	17	17	17	17	17	16	16	16	16	16	17	16	16	15	15	13	12	12	12

FY 2000 PBR
Modification Title and No: NVIS MN-8520

CLC: C-130 Class P

Models of Aircraft Affected: HC-130 N/P

Center: WR-ALC

PE 0401115F Team MOBIL

Description/Justification

Provide a low cost mod kit for Night Vision Imaging System (NVIS) mission capability for C-130 combat resuce aircraft.

Aircraft Breakdown: Active 0, Reserve 10, ANG 0

Development Status

Two phase program: Phase I will be award of contracts(s) to vendor(s) to design, integrate, fabricate, install and test prorotype kits on combat rescue aircraft (includes demodifiction of prototype). This phase will lead to selection of the kit considered to be best value/cost effective for the AF. Phase II will be award of a contract for the selected prototype kit for development and production of follow-on kits. AFRC = 5 HPs, 5 HNs

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					6	0.6	3	0.3				
KITS NONRECUR					1	0.8						
EQUIPMENT					[6]	0.1	[3]					
EQUIP NONREC					[1]	0.2						
CHANGE ORDERS												
DATA						0.5						
SIM/TRAINER												
SUPPORT-EQUIP												
WARRANTY												
FLIGHT TEST						0.1						
OGC				0.4		0.4						
INSTALLATION OF HARDWARE												
FY-99 7 KITS					[2]		[2]	0.0	[3]	0.1		
FY-00 3 KITS									[3]	0.1		
TOTAL INSTALL					2		2		6	0.1		
TOTAL COST (BP-1100)				0.4	7	2.6	3	0.4		0.1		

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

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

Fact Sheet: C-130 MN-8520 NVIS

(Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									9	0.9
KITS NONRECUR									1	0.8
EQUIPMENT									[9]	0.1
EQUIP NONREC									[1]	0.2
CHANGE ORDERS										
DATA										0.5
SIM/TRAINER										
SUPPORT-EQUIP										
WARRANTY										
FLIGHT TEST										0.1
OGC										0.7
INSTALLATION OF HARDWARE										
FY-99 7 KITS									[7]	0.1
FY-00 3 KITS									[3]	0.1
TOTAL INSTALL									10	0.2
TOTAL COST (BP-1100)									10	3.5

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)		06/99	03/00	
Delivery Date (Month/CY)		09/99	06/00	

Installation Schedule

	FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								2			1	1	3	3		
Output								2			1	1	3	3		

FY 2000 PBR
Modification Title and No: WC130J SPECIAL MISSION MN-8522

CLC: C-130 Class P

Models of Aircraft Affected: C-130J

Center: ASC

PE 0401132F Team MOBIL

Description/Justification

The WC-130 fleet currently consists of 10 WC-130H aircraft assigned to the 53WRS, Keesler AFB, MS. They provide immediate response for observation and reporting of critical storm conditions (hurricanes, tropical and winter storms, etc.) for the National Oceanographic and Atmospheric Administration, National Hurricane Center, and National Meteorological Center. C-130Hs will be replaced by WC-130Js. The WC-130J will operate with a crew complement of five (two pilots, Navigator Aerial Reconnaissance Weather Officer [ARWO], and Dropsonde System Operator [DSO]). The C-130J aircraft manufacturer, Lockheed Martin Aircraft Systems, will accomplish modifications to standard configuration C-130J aircraft after DD250 acceptance. Aircraft modifications include installation of ARWO and DSO stations in the cargo compartment.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			3	6.8								
KITS NONRECUR				2.3								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				2.5								
SIM/TRAINER												
SUPPORT-EQUIP												
TEST				0.2								
ICS				1.5								
TOTAL COST (BP-1100)			3	13.3								

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 3 Months

Follow-On Lead Time: 0 Months

Fact Sheet: C-130 MN-8522 WC130J SPECIAL MISSION

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR									3	6.8
EQUIPMENT										2.3
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										2.5
SUPPORT-EQUIP										
TEST										
ICS										0.2
										1.5
TOTAL COST (BP-1100)									3	13.3

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99
Contract Date (Month/CY)	09/98	
Delivery Date (Month/CY)	12/98	

FY 2000 PBR
Modification Title and No: ENHANCED TCAS (TCAS II) MN-8526

CLC: C-130 Class P

Models of Aircraft Affected: C-130

Center: WR-ALC

PE 0401115F Team MOBIL

Description/Justification

This Navigation Safety Modification installs an Enhanced Traffic Alert and Collision Avoidance System (ETCAS) including Mode-S.

Aircraft Breakdown: Active 97, Reserve 8, ANG 12

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			68	2.5	46	2.3						
KITS NONRECUR			2	2.0	1	1.6						
EQUIPMENT			[68]	10.0	[47]	6.8						
EQUIP NONREC			[2]	0.3	[1]	0.1						
CHANGE ORDERS												
DATA				0.2		0.5						
SIM/TRAINER					[2]	0.6						
SUPPORT-EQUIP				0.1		0.1						
FLIGHT TEST				0.2		0.5						
OGC				2.0		2.3		2.0				
ICS								5.8		3.5		5.3
AWAITING BTR												
INSTALLATION OF HARDWARE												
FY-98 70 KITS					[41]	1.2	[29]	1.0				
FY-99 47 KITS							[47]	1.5				
TOTAL INSTALL					41	1.2	76	2.5				
TOTAL COST (BP-1100)			70	17.4	47	16.2		10.3		3.5		5.3

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 8 Months

Fact Sheet: C-130 MN-8526 ENHANCED TCAS (TCAS II)

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									114	4.8
KITS NONRECUR									3	3.7
EQUIPMENT									[115]	16.9
EQUIP NONREC									[3]	0.4
CHANGE ORDERS										
DATA										0.7
SIM/TRAINER									[2]	0.6
SUPPORT-EQUIP										0.2
FLIGHT TEST										0.7
OGC										6.3
ICS		5.8		5.8		5.8				32.0
AWAITING BTR										
INSTALLATION OF HARDWARE										
FY-98 70 KITS									[70]	2.2
FY-99 47 KITS									[47]	1.5
TOTAL INSTALL									117	3.7
TOTAL COST (BP-1100)		5.8		5.8		5.8			117	70.1

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)	06/98	01/99		
Delivery Date (Month/CY)	12/98	09/99		

Installation Schedule

	FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					2	2	9	28	19	19	19	19				
Output						2	2	9	28	19	19	19	19			

FY 2000 PBR

Modification Title and No: UPGRADE C-130 CREW SEAT & BUNK RESTRAINTS MN-8527

CLC: C-130 Class P

Models of Aircraft Affected: C-130

Center: WR-ALC

PE 0401115F Team MOBIL

Description/Justification

This FLIGHT SAFETY mod installs a shoulder restraint system for the crew bunk and pad all hard surfaces above and behind the lower crew bunk on all C-130 aircraft. The current fixed restraint system installed on the crew bunk is a lap belt only and provides no upper body restraint, and the lap belt allows verticle motion when fully cinched which allows theh occupant to strike objects overhead during turbulance, ditching or crash landings, thus causing potentially fatal injuries. In addition, replaces the in-use MA-8 inertia reel on crew member seats with a more effective one on all C-130 a/c. the current MA-8 fails to lock at initial impact 50-60% of the time. During turbulance, ditchings & crash landings flight deck aircrew members can receive flailing upper torso & head infuries from strikiing the control yoke on instrument panel. Spinal injuries are also possible due to the slow locking mechanism. SAFETY MODIFICATION

Aircraft Breakdown: Active 303, Reserve 141, ANG 246

Development Status

ACC: 1 E, 7 ECE, 14 ECH 9 HCP AETC: 45 E, 3 MCH , 4 MCP AFMC: 1 NCA, 1 NCE, 1 ECH, 2 NCH AFR: 31 E, 8 MCE, 79 H, 10 WCH, 4 HCN, 4 HCP, 5 MCP AFSOC: 4 E, 6 MCE, 8 ACH, 21 MCH, 19 MCP, 13 ACU AMC: 51 E, 43 H ANG: 72 E, 8 ECE, 146 H, 7 LCH, 6 HCN, 7 HCP PACAF: 13 E, 18 H USAFE: 19 E

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							690	4.2				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)							690	4.2				

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

Fact Sheet: C-130 MN-8527 UPGRADE C-130 CREW SEAT & BUNK RESTRAINTS

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR									690	4.2
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									690	4.2

(Totals may not add due to rounding)

Milestones

	FY-99	FY-00
Contract Date (Month/CY)		12/99
Delivery Date (Month/CY)		12/00

FY 2000 PBR

Modification Title and No: INSTALLATION OF APU AND IMPROVED AIR CONDITIONING MN-8536

Models of Aircraft Affected: C-130E/SUPER E, WC-130H, HC-130P/N

Center: WR-ALC

CLC: C-130 Class P

PE 0401115F Team MOBIL

Description/Justification

This mod configures C130E (including 1973 Super E model) acft with an improved air conditioning system & APU currently installed on H-1 and above acft. HQ ACC/SIB MSG 231421Z Apr 97 Recom 1 was to modify the C130E/H acft to provide an air start capability in the event all engines failed. The APU will provide sufficient power to air start engines and provide a source of emergency power, as recommended by ACC and the C-130 Broad Area Review (15 Jan 98). This improved air conditioning system will provide sufficient cooling for planned avionics upgrades, will improve reliability, and will reduce cost of ownership.

Aircraft Breakdown: Active 4, Reserve 5, ANG 3

Development Status

Group A will be installed at the depot or by CFT. It will require a trial install, kitproof & flight test. Therefore, it is being installed separately at the depot level. No special support equipment is required.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS							3	2.0	9	6.0		
KITS NONRECUR								0.2		0.5		
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS								0.5				
DATA										0.4		
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 3 KITS									[3]	0.3		
FY-01 9 KITS											[9]	0.7
TOTAL INSTALL									3	0.3	9	0.7
TOTAL COST (BP-1100)							3	2.7	9	7.1		0.7

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 12 Months

Fact Sheet: C-130 MN-8536 INSTALLATION OF APU AND IMPROVED AIR CONDITIONING (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS									12	7.9
KITS NONRECUR										0.6
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.5
DATA										0.4
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 3 KITS									[3]	0.3
FY-01 9 KITS									[9]	0.7
TOTAL INSTALL									12	1.0
TOTAL COST (BP-1100)									12	10.5

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input					1	1	1		2	2	2	3
Output					1	1	1		2	2	2	3

FY 2000 PBR

Modification Title and No: INSTALLATION OF 3 RECORDER PARAMETERS MN-8558

Models of Aircraft Affected: C-130 (ALL EXCEPT MC-130H & AC-130U)

Center: WR-ALC

CLC: C-130 Class P

PE 0401115F Team MOBIL

Description/Justification

This navigation safety modification installs group A integration to add 3 new parameters: fuel flow, turbine inlet temperature & synchrophaser & is in response to the C-130 BAR recommendation. Recent mishap investigations have cited these as critical deficiencies in completing their investigations. ACC: 1 E,14 ECH,9 HCP; AETC: 18 E,2 NCH; AFSOC: 4E,6MCE Combat Talon, 8ACH Gunship, 19MCP Combat Shadow; AFRC: 31E, 8MCE combat talon, 56H-2, 23H-3, 10WCH, 4HCP Tanker, 5MCP Combat Shadow;AMC: 5E, 29H-1, 14H-3; ANG: 26E, 104H-2, 42H-3, 10LCH, 13HCN/P Tanker; PACAF: 4E, 18H-1.

Aircraft Breakdown: Active 151, Reserve 137, ANG 195

Development Status

The group A for the additional parameters is under development via a COD reengineering task. It will require a trial install, kitproof & flight test.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							3		180	2.9	240	3.8
KITS NONRECUR							1	0.2				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.8				
SIM/TRAINER												
SUPPORT-EQUIP												
FLIGHT TEST												
INSTALLATION OF HARDWARE												
FY-00 4 KITS									[4]	0.0		
FY-01 180 KITS											[180]	0.8
FY-02 240 KITS												
FY-03 59 KITS												
TOTAL INSTALL									4		180	0.8
TOTAL COST (BP-1100)							4	1.0	180	2.9	240	4.5

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Fact Sheet: C-130 MN-8558 INSTALLATION OF 3 RECORDER PARAMETERS

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS	59	0.9								
KITS NONRECUR									482	7.7
EQUIPMENT									1	0.2
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										0.8
SUPPORT-EQUIP										
FLIGHT TEST										
INSTALLATION OF HARDWARE										
FY-00 4 KITS									[4]	
FY-01 180 KITS									[180]	0.8
FY-02 240 KITS	[240]	1.0							[240]	1.0
FY-03 59 KITS			[59]	0.2					[59]	0.2
TOTAL INSTALL	240	1.0	59	0.2					483	2.0
TOTAL COST (BP-1100)	59	2.0		0.2					483	10.7

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-00				FY-01				FY-02				FY-03				FY-04		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input						2	2			60	60	60	60	60	60	60	59			
Output						2	2			60	60	60	60	60	60	60	59			

FY 2000 PBR

Modification Title and No: SYNCHROPHASER WIRE (C-130) MN-8561

CLC: C-130 Class P

Models of Aircraft Affected: C-130E/H, H1, H2, H3

Center: WR-ALC

PE 0401115F Team MOBIL

Description/Justification

This mod will replace old & aging synchrophaser wiring on all C-130 model aircraft as identified by the C-130 Broad Area Review (15 Jan 98). Safety reviews of the aircraft has revealed cracks & fatigue problems that could potentially cause flight safety problems (wiring breaks or causes synchrophaser operations malfunction). Completion of this permanent modification will implement the recommendation to install new wiring to replace aging and problematic wire sets.

Aircraft Breakdown: Active 421, Reserve 100, ANG 166

Development Status

The syncrophaser wiring has been installed on all C-130 production aircraft. This mod will use the existing design for aircraft wiring but will modify the placement of the existing synchrophaser box within the station racks on the bulkhead.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS							196	0.6	247	0.7	243	0.6
KITS NONRECUR							1					
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
FLIGHT TEST												
OGC								0.1				
INSTALLATION OF HARDWARE												
FY-00 197 KITS									[197]	3.5		
FY-01 247 KITS											[247]	4.7
FY-02 243 KITS												
TOTAL INSTALL									197	3.5	247	4.7
TOTAL COST (BP-1100)							197	0.7	247	4.2	243	5.3

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 12 Months

Fact Sheet: C-130 MN-8561 SYNCHROPHASER WIRE (C-130)

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS									686	1.9
KITS NONRECUR									1	
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
FLIGHT TEST										
OGC										0.1
INSTALLATION OF HARDWARE										
FY-00 197 KITS									[197]	3.5
FY-01 247 KITS									[247]	4.7
FY-02 243 KITS	[243]	3.2							[243]	3.2
TOTAL INSTALL	243	3.2							687	11.4
TOTAL COST (BP-1100)		3.2							687	13.4

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					49	49	49	50	61	62	62	62	61	61	61	60
Output					49	49	49	50	61	62	62	62	61	61	61	60

FY 2000 PBR

Modification Title and No: C-130 GENERATOR DISCONNECT INSTALLATION WR-98-004 MN-8562

CLC: C-130 Class P

Models of Aircraft Affected: C-130E

Center: WR-ALC

PE 0401115F Team MOBIL

Description/Justification

This mod will install a generator disconnect mechanism & switch as recommended by the C-130 Broad Area Review (15 Jan 98). In the event of generator failure, the disengage mechanism is required so that the failed generator does not adversely impact engine performance. Except for aircraft modified by T.O.1C-130-792, USAF active C-130 aircraft prior to tail number AF 6800225 do not have the external sandwich type generator disconnect installed. The disengage mechanism has been included in production aircraft after tail # AF 6800225. Completion of this permanent modification will implement the recommendation to install generator disconnects in all Electrical System Upgrade (ESU) aircraft.

Aircraft Breakdown: Active 35, Reserve 54, ANG 36

Development Status

N/A. No development is required for this item. It will be implemented by T.O. 1C-130-792.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							65		60			
KITS NONRECUR												
EQUIPMENT							[65]	0.1	[60]	0.1		
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 65 KITS							[40]	0.6	[25]	0.4		
FY-01 60 KITS									[45]	0.7	[15]	0.2
TOTAL INSTALL							40	0.6	70	1.0	15	0.2
TOTAL COST (BP-1100)							65	0.7	60	1.2		0.2

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Fact Sheet: C-130 MN-8562 C-130 GENERATOR DISCONNECT INSTALLATION WR-98-004

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR									125	
EQUIPMENT										
EQUIP NONREC									[125]	0.2
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 65 KITS									[65]	0.9
FY-01 60 KITS									[60]	0.9
TOTAL INSTALL									125	1.8
TOTAL COST (BP-1100)									125	2.1

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-00				FY-01					FY-02		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input			10	30	15	25	15	15	15			
Output			10	30	15	25	15	15	15			

FY 2000 PBR
Modification Title and No: EC130J SPECIAL MISSION MN-8576

CLC: C-130 Class P

Models of Aircraft Affected: C-130J

Center: ASC

PE 0401132F Team MOBIL

Description/Justification

The EC-130 is a derivative of the basic C-130J aircraft and is assigned to the Harrisburg PA ANG unit. The aircraft is used to conduct special missions such as psychological operations, civil affairs, radio and television broadcasts, Command and Control Communications counter measures, and limited intelligence gathering. The C-130-J aircraft manufacturer, Lockheed Martin Aircraft systems, will accomplish modifications to standard configuration C-130J aircraft after DD250 acceptance. Modifications include installation of 60-90 generators, an Info Warfare crewstation, and AN/ARC-187, communications radio. Preliminary estimates indicate costs higher than is currently programmed. Kit brought with AIr Force 3010 funds for the ANG unit at Harrisburg.

Aircraft Breakdown: Active 1, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	8.0								
KITS NONRECUR				2.0								
EQUIPMENT			[1]	1.2								
EQUIP NONREC				6.1								
CHANGE ORDERS				2.7								
DATA				0.6								
SIM/TRAINER												
SUPPORT-EQUIP												
TEST				2.0								
ICS				1.0								
INSTALLATION OF HARDWARE												
FY-98 1 KITS							[1]					
TOTAL INSTALL							1					
TOTAL COST (BP-1100)			1	23.6								

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Fact Sheet: C-130 MN-8576 EC130J SPECIAL MISSION

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									1	8.0
KITS NONRECUR										2.0
EQUIPMENT									[1]	1.2
EQUIP NONREC										6.1
CHANGE ORDERS										2.7
DATA										0.6
SIM/TRAINER										
SUPPORT-EQUIP										
TEST										2.0
ICS										1.0
INSTALLATION OF HARDWARE										
FY-98 1 KITS									[1]	
TOTAL INSTALL									1	
TOTAL COST (BP-1100)									1	23.6

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)	07/99			
Delivery Date (Month/CY)	07/00			

Installation Schedule

	FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												1				
Output													1			

FY 2000 PBR

Modification Title and No: LOW COST MODIFICATIONS MN-99999X

CLC: C-130 Class P

Models of Aircraft Affected: C-130

Center: WR-ALC

PE 0401115F Team MOBIL

Description/Justification

These are low cost (under $900K each) modifications necessary to improve reliability, maintainability, safety and mission performance of the C-130 aircraft. In FY95: Traffic Collision Avoidance System, $0.8M. FY97 = Sealed Lead Acid Battery (.08) Modification identified for FY99: NVIS Compatability for CARA Height Indicators (.9) FY98 = Hung Paratrooper Retrieval System (1.157), (.753) PLS; FY99 = SCADC

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT						0.1						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
REFURB OF EMD		1.9										
ASSETS												
AIRCRAFT				1.2				0.9		0.7		0.5
PLS				0.8								
TOTAL COST (BP-1100)		1.9		1.9		0.1		0.9		0.7		0.5

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Fact Sheet: C-130 MN-99999X LOW COST MODIFICATIONS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										0.1
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
REFURB OF EMD										
ASSETS										1.9
AIRCRAFT		1.9		1.9		1.9		5.7		14.8
PLS										0.8
TOTAL COST (BP-1100)		1.9		1.9		1.9		5.7		17.5

(Totals may not add due to rounding)

Milestones

	FY-92
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR

Modification Title and No: TACTICAL RECONNAISSANCEE INITIATIVE MN-TRC1

CLC: C-130 Class P

Models of Aircraft Affected: C-130E

Center: ASC

PE 0305207F Team INFO

Description/Justification

Modifies 8 C-130E aircraft to carry EO/IR sensor suites. Procures 2 sensor suites, each consisting of and EO / IR sensor and an airborne operator's station. Also procures 2 ground processing stations, supporting the airborne component. CSAF directed program, fulfilling urgent operational requirement submitted by USAFE/CC. Used primarily to military support operations other than war (MOOTWA) activities, such as humantiarian operations.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			8	0.6								
KITS NONRECUR			1	0.6								
EQUIPMENT			[2]	4.4								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)			9	5.6								

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 10 Months

Follow-On Lead Time: 0 Months

Fact Sheet: C-130 MN-TRC1 TACTICAL RECONNAISSANCEE INITIATIVE (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									8	0.6
KITS NONRECUR									1	0.6
EQUIPMENT									[2]	4.4
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									9	5.6

(Totals may not add due to rounding)

Milestones

	FY-98
Contract Date (Month/CY)	06/98
Delivery Date (Month/CY)	03/99

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-135				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$141.439	$290.196	$347.088	$347.968	$368.698	$321.089	$303.438	$62.962

This line item funds modifications to the C-135 and KC-135 aircraft. The C-135 is a four engine aircraft used for long range cargo and passenger airlift and to support theater commanders. The four engine KC-135 provides air refueling through either the refueling boom or drogue. As a cargo aircraft, the KC-135 can carry 6 standard 463-L pallets. The primary modification budgeted in FY00 is the avionics modernization program Pacer Craig. 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-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.5
TOTAL FOR CLASS P-S			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.5
P	10402B	FUEL SAVINGS ADVISO	0.6	0.6								102.7
	16405X	SCOPE RELOCATION	0.1	0.0								0.3
	17403B	STANDARD FLIGHT DAT	0.4	2.3	0.3	0.2	0.3					16.1
	2984X	NUCLEAR HARDENING	0.1	0.6								1.1
	3009E	C-135 REENGINE	0.1	3.0			58.5	60.0	150.0			759.8
	3009X	AUDIBLE COCKPIT WAR	0.2	0.1								0.9
	3009Y	RELOCATE S/V BOX	0.1	0.1								0.9
	3042	STANDARD VHF AM/FM	0.1									6.7
	3149F	FLIGHT DATA RECORDE	2.4	9.9	13.8	33.3	20.7	11.9				104.2
	3150PC	PACER CRAG (COMPAS	94.1	129.5	170.7	71.5						659.9
	3156	PACER LINK PH II	0.8									251.3
	3353	HF AUTO COMM PROCE	0.0	0.3	0.2							20.8
	4310	INTERPHONE REPLACE	3.2	24.1	15.2	1.1						43.6
	48604B	INSTALLATION OF WIND			0.2							2.7

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 54	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-135				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$141.439	$290.196	$347.088	$347.968	$368.698	$321.089	$303.438	$62.962

This line item funds modifications to the C-135 and KC-135 aircraft. The C-135 is a four engine aircraft used for long range cargo and passenger airlift and to support theater commanders. The four engine KC-135 provides air refueling through either the refueling boom or drogue. As a cargo aircraft, the KC-135 can carry 6 standard 463-L pallets. The primary modification budgeted in FY00 is the avionics modernization program Pacer Craig. 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-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	6030	REDUCED VERTICAL SE	6.0	27.7	47.4	40.0	16.4					141.5
	9605	INMARSAT AND SATCO	0.1									1.4
	9610	CINCPAC COMM UPGRA	1.3									1.9
	9702	8.33 KHZ VHF RADIO			16.6	67.2						83.8
	9709	GLOBAL AIR TRAFFIC M		48.4	29.6	86.5	225.9	215.2	147.4	57.1	203.1	1,013.2
	99999S	SERVICE BULLETINS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.1
	99999X	LOW COST MODIFICATI	2.3	1.2	1.2	0.3	0.5	1.6	1.8	1.8		14.4
	KC4218	HIGH RELIABILITY MAIN	1.9	2.9	1.3	1.3	0.8					13.8
	KC4231	MULTIPOINT REFUELIN	22.1	7.8	7.8	16.1	10.7	3.5	4.2	4.0	77.8	200.0
	SIM135	SIMULATOR UPGRADE		17.3	23.3	21.0	26.2	28.9				116.7
	TAWS	TERRAIN AWARENESS	5.4	8.9	19.4	9.4	8.8					92.7
	Z88888	REPROGRAMMINGS		5.6								5.6
TOTAL FOR CLASS P			141.4	290.2	347.1	347.9	368.7	321.1	303.4	62.9	280.9	3,656.3
TOTAL FOR AIRCRAFT C-135			141.4	290.2	347.1	348.0	368.7	321.1	303.4	63.0	280.9	3,656.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 54	PAGE NO. 2	

FY 2000 PBR
Modification Title and No: STANDARD FLIGHT DATA RECORDER MN-17403B

CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

Center: OC-ALC

PE 0401218F Team MOBIL

Description/Justification

This modification will incorporate a Standard Army-Navy-Air Force Flight Data Recorder (SFDR). It is a data collection system designed to provide aircraft structural analysis and other pertinent data. It will replace the existing MXU-553 Aircraft Structural Integrity Program (ASIP) recorder. FY95 installs were funded with FY93 nonrecurring dollars. Software changes do not cause a hardware change.

Aircraft Breakdown: Active 21, Reserve 1, ANG 3

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	25	2.3										
KITS NONRECUR		1.5										
EQUIPMENT	[25]	2.8										
EQUIP NONREC		0.5										
CHANGE ORDERS		0.8										
DATA		2.3				0.2						0.3
SIM/TRAINER												
SUPPORT-EQUIP		1.6										
SOFTWARE		0.4		0.3		1.5						
OGC												
INSTALLATION OF HARDWARE												
FY-93 3 KITS	[3]	0.1										
FY-95 8 KITS	[2]	0.1	[2]	0.1	[4]	0.3						
FY-96 13 KITS					[7]	0.5	[5]	0.3	[1]	0.1		
FY-97 1 KITS									[1]	0.1		
TOTAL INSTALL	5	0.2	2	0.1	11	0.7	5	0.3	2	0.2		
TOTAL COST (BP-1100)	25	12.5		0.4		2.3		0.3		0.2		0.3

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

Fact Sheet: C-135 MN-17403B STANDARD FLIGHT DATA RECORDER (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									25	2.3
KITS NONRECUR										1.5
EQUIPMENT									[25]	2.8
EQUIP NONREC										0.5
CHANGE ORDERS										0.8
DATA										2.8
SIM/TRAINER										
SUPPORT-EQUIP										1.6
SOFTWARE										2.1
OGC										0.1
INSTALLATION OF HARDWARE										
FY-93 3 KITS									[3]	0.1
FY-95 8 KITS									[8]	0.5
FY-96 13 KITS									[13]	0.8
FY-97 1 KITS									[1]	0.1
TOTAL INSTALL									25	1.5
TOTAL COST (BP-1100)									25	16.1

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	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						2	2	3	3	3	1	1	2
Output					1						1			1									1	1		2	4	4	2	2	1	1

	FY-01			
Quarters	1	2	3	4
Input	2			
Output	2	2		

FY 2000 PBR
Modification Title and No: C-135 REENGINE MN-3009E

CLC: C-135 Class P

Models of Aircraft Affected: KC-135

Center: OC-ALC

PE 0401218F Team MOBIL

Description/Justification

Modifies KC-135E aircraft with more powerful, fuel efficient F108 (CFM-56) engines, allowing takeoff on shorter runways with higher gross weights. The cleaner, quieter F108 engines meet or exceed all noise and pollution standards. Over 25 other systems/sub-systems, including the landing gear, will extend the life of these aircraft into the 21st century. One kit on the equipment line equals 4 engines.

Aircraft Breakdown: Active 0, Reserve 9, ANG 13

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	22	160.2									2	25.8
KITS NONRECUR		3.5										
EQUIPMENT	[22]	289.1									[2]	28.5
EQUIP NONREC												
CHANGE ORDERS		4.9										
DATA		8.7										0.7
SIM/TRAINER												
SUPPORT-EQUIP		1.0										
OGC				0.1								
INSTALLATION OF HARDWARE												
FY-93 15 KITS	[15]	13.6										
FY-94 1 KITS	[1]	1.0										
FY-96 4 KITS	[4]	6.3										
FY-97 2 KITS					[2]	3.0						
FY-02 2 KITS											[2]	3.5
FY-03 2 KITS												
FY-04 5 KITS												
TOTAL INSTALL	20	20.9			2	3.0					2	3.5
TOTAL COST (BP-1100)	22	488.2		0.1		3.0					2	58.5

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Fact Sheet: C-135 MN-3009E C-135 REENGINE

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS	2	26.3	5	66.0					31	278.2
KITS NONRECUR										3.5
EQUIPMENT	[2]	28.5	[5]	71.5					[31]	417.6
EQUIP NONREC										
CHANGE ORDERS		0.3		0.3						5.4
DATA		0.7		0.7						10.9
SIM/TRAINER										
SUPPORT-EQUIP										1.0
OGC										0.2
INSTALLATION OF HARDWARE										
FY-93 15 KITS									[15]	13.6
FY-94 1 KITS									[1]	1.0
FY-96 4 KITS									[4]	6.3
FY-97 2 KITS									[2]	3.0
FY-02 2 KITS									[2]	3.5
FY-03 2 KITS	[2]	4.3							[2]	4.3
FY-04 5 KITS			[5]	11.5					[5]	11.5
TOTAL INSTALL	2	4.3	5	11.5					31	43.1
TOTAL COST (BP-1100)	2	60.0	5	150.0					31	759.8

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														6	4	3	2	1				1	2		1					1		1
Output															6	3	3	3	1					2	1		1					1

	FY-01				FY-02				FY-03				FY-04				FY-05				FY-06				FY-07			
Quarters	1	2	3	4	1	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	2	1	1				
Output		1													1		1		1		1	1	2	1	1				

FY 2000 PBR

Modification Title and No: FLIGHT DATA RECORDER & COCKPIT VOICE RECORDER MN-3149F

CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

Center: OC-ALC

PE 0401218F Team MOBIL

Description/Justification

The Navigation and Safety Upgrade Program (Phase II) combines the C/KC-135 Navigation and Safety Upgrades on Air Force aircraft designated for passenger missions. These modifications includes Flight Data Recorder (FDR), Cockpit Voice Recorder (CVR), and Emergency Locator Transmitter (ELT). Acquisition through a system integrations strategy with a common integration contract and concurrent installation is planned. NRE is for multiple MDSs beginning with KCR in FY97 followed by KCE and about 20 other MDSs.

Aircraft Breakdown: Active 294, Reserve 70, ANG 224

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	109	2.2	25	0.5	81	1.6	69	1.4	187	3.7	106	2.1
KITS NONRECUR		1.1		0.2		2.2		2.0		10.3		4.7
EQUIPMENT	[109]	7.1	[25]	1.6	[81]	5.3	[69]	4.5	[187]	12.2	[106]	6.9
EQUIP NONREC		1.0										
CHANGE ORDERS										1.5		
DATA		0.7										
SIM/TRAINER					[22]	0.1						
SUPPORT-EQUIP		0.1										
OGC				0.2		0.1		0.2		0.1		0.1
INSTALLATION OF HARDWARE												
FY-97 109 KITS			[4]		[15]	0.5	[90]	3.6				
FY-98 25 KITS							[25]	1.0				
FY-99 81 KITS							[29]	1.2	[52]	2.1		
FY-00 69 KITS									[69]	2.8		
FY-01 187 KITS									[15]	0.6	[172]	6.9
FY-02 106 KITS												
FY-03 11 KITS												
TOTAL INSTALL			4		15	0.5	144	5.8	136	5.4	172	6.9
TOTAL COST (BP-1100)	109	12.2	25	2.4	81	9.9	69	13.8	187	33.3	106	20.7

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 6 Months

Fact Sheet: C-135 MN-3149F FLIGHT DATA RECORDER & COCKPIT VOICE RECORDER (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS	11	0.2							588	11.8
KITS NONRECUR										20.4
EQUIPMENT	[11]	0.7							[588]	38.2
EQUIP NONREC										1.0
CHANGE ORDERS										1.5
DATA		6.1								6.7
SIM/TRAINER									[22]	0.1
SUPPORT-EQUIP										0.1
OGC		0.1								0.9
INSTALLATION OF HARDWARE										
FY-97 109 KITS									[109]	4.1
FY-98 25 KITS									[25]	1.0
FY-99 81 KITS									[81]	3.2
FY-00 69 KITS									[69]	2.8
FY-01 187 KITS									[187]	7.5
FY-02 106 KITS	[106]	4.2							[106]	4.2
FY-03 11 KITS	[11]	0.4							[11]	0.4
TOTAL INSTALL	117	4.7							588	23.3
TOTAL COST (BP-1100)	11	11.9							588	104.2

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								4	4	1		10	36	36	36	36	34	34	34	34	43	43	43	43	39	39	39	
Output								4	4	1		10	36	36	36	36	34	34	34	34	43	43	43	43	39	39	39	

FY 2000 PBR

Modification Title and No: PACER CRAG (COMPASS, RADAR, AND GPS) MN-3150PC

CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

Center: OC-ALC

PE 0401218F Team MOBIL

Description/Justification

This is a combined GATM/Nav Safety program which replaces the compass and radar. It adds a GPS receiver and TAWS integrated through a COTS/NDI flight management system which includes new multi-function displays. This is the foundation of the GATM modification. FY96 and FY97 installs delayed due to additional requirements (ETCAS) with associated integration/testing. Although these activities forced delays, contracted annual kit buys were maintained to protect quantity buy cost breaks. Increased kit per unit cost in FY01 are due to reduced to total kit buy not qualifying for quantity discount. FY98 change orders reflect software upgrade to allow GPS use as primary means of navigation and provide GPS approach capability. (RAIM/GATM requirement) FY99 change orders reflect firmware change to ETCAS to meet FY2000 European requirement and GATM baseline. FY96 Sim/Trainer buy reflects Sim buy. FY97 Sim/Trainer buy reflects Tabletop Trainer buys. 24 of the fleet aircraft (RC, TC, WC, EC combination) require only a subset of Pacer CRAG hardware and will be installed by Big Safari in a configuration outside of the Pacer CRAG baseline. Thus these aircraft (and corresponsing kits and installations) are not included in installation totals.

Aircraft Breakdown: Active 270, Reserve 70, ANG 224

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	147	15.5	115	9.6	81	7.3	175	15.3	42	4.8		
KITS NONRECUR	4	5.4										
EQUIPMENT	[147]	82.6	[115]	66.5	[81]	47.8	[175]	105.4	[42]	28.9		
EQUIP NONREC	[4]	6.9										
CHANGE ORDERS		27.2		7.2		26.0		1.6		0.2		
DATA		7.1		0.2		2.0		0.2		3.2		
SIM/TRAINER	[44]	27.0		1.5		1.0						
SUPPORT-EQUIP												
RETROFIT				3.8								
OGC		1.5		0.8		2.7		2.6		2.0		
INSTALLATION OF HARDWARE												
FY-95 6 KITS	[6]	1.4										
FY-96 44 KITS	[44]	16.3										
FY-97 101 KITS	[8]	3.1	[16]	4.4	[77]	20.2						
FY-98 115 KITS					[86]	22.6	[29]	7.4				
FY-99 81 KITS							[81]	20.5				
FY-00 175 KITS							[70]	17.7	[105]	23.3		
FY-01 42 KITS									[42]	9.3		
TOTAL INSTALL	58	20.8	16	4.4	163	42.8	180	45.6	147	32.6		
TOTAL COST (BP-1100)	151	194.1	115	94.1	81	129.5	175	170.7	42	71.5		

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Fact Sheet: C-135 MN-3150PC PACER CRAG (COMPASS, RADAR, AND GPS)

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS									560	52.6
KITS NONRECUR									4	5.4
EQUIPMENT									[560]	331.2
EQUIP NONREC									[4]	6.9
CHANGE ORDERS										62.2
DATA										12.6
SIM/TRAINER									[44]	29.5
SUPPORT-EQUIP										
RETROFIT										3.8
OGC										9.4
INSTALLATION OF HARDWARE										
FY-95 6 KITS									[6]	1.4
FY-96 44 KITS									[44]	16.3
FY-97 101 KITS									[101]	27.7
FY-98 115 KITS									[115]	29.9
FY-99 81 KITS									[81]	20.5
FY-00 175 KITS									[175]	41.0
FY-01 42 KITS									[42]	9.3
TOTAL INSTALL									564	146.2
TOTAL COST (BP-1100)									564	659.9

(Totals may not add due to rounding)

Milestones

	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)	12/95	03/97	09/97	12/97	01/99	10/99	10/00	
Delivery Date (Month/CY)	06/96	09/97	06/98	06/98	10/99	04/00	04/01	

Installation Schedule

	FY-95				FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	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			2	15	18	25	29	37	45	52	42	46	46	46	45	45	45	22				
Output											1	3	1	1	4	17	19	22	33	41	39	46	46	46	45	45	45	45	45	20		

FY 2000 PBR
Modification Title and No: INTERPHONE REPLACEMENT MN-4310

Models of Aircraft Affected: KC-135 WITH AIC-10
INTERPHONE

Center: OC-ALC

CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

This is a GATM communication modification which replaces existing Interphone system with a New State-of-the-Art Interphone system which provides improved communication between all crew positions through a highly reliable and maintainable integrated system that also supports future growth for Global Air Traffic Management (GATM) requirements. Phase I Interphone boxes Phase II additional wiring, new junction box, new speaker system. Phase II funded by GATM. This mod is baselined with GATM (mod # 9709) for installation purposes. 1 ea protoype and 1 ea kitproof are funded with 0350 money bringing total aircraft affected to 566.

Aircraft Breakdown: Active 272, Reserve 70, ANG 224

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			2		352	6.0	210	3.6				
KITS NONRECUR				1.6								
EQUIPMENT			[2]	0.1	[352]	16.2	[210]	9.7				
EQUIP NONREC				0.2								
CHANGE ORDERS						0.3		0.2				
DATA						0.1				0.9		
SIM/TRAINER			[23]	0.2								
SUPPORT-EQUIP												
OGC				1.1		0.4		1.1		0.1		
INSTALLATION OF HARDWARE												
FY-98 2 KITS			[4]	0.0								
FY-99 352 KITS					[135]	1.1	[217]					
FY-00 210 KITS							[83]	0.6	[127]			
TOTAL INSTALL			4		135	1.1	300	0.6	127			
TOTAL COST (BP-1100)			2	3.2	352	24.1	210	15.2		1.1		

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 6 Months

Fact Sheet: C-135 MN-4310 INTERPHONE REPLACEMENT

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									564	9.7
KITS NONRECUR										1.6
EQUIPMENT									[564]	26.0
EQUIP NONREC										0.2
CHANGE ORDERS										0.5
DATA										1.1
SIM/TRAINER									[23]	0.2
SUPPORT-EQUIP										2.7
OGC										
INSTALLATION OF HARDWARE										
FY-98 2 KITS									[4]	
FY-99 352 KITS									[352]	1.1
FY-00 210 KITS									[210]	0.6
TOTAL INSTALL									566	1.7
TOTAL COST (BP-1100)									564	43.6

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)		05/98	11/98	10/99	
Delivery Date (Month/CY)		05/99	05/99	04/00	

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								4			60	75	75	75	75	75	75	52		
Output								4			60	75	75	75	75	75	75	52		

FY 2000 PBR

Modification Title and No: REDUCED VERTICAL SEPARATION MINIMA MN-6030

CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

Center: OC-ALC

PE 0401218F Team MOBIL

Description/Justification

This GATM Navigation modification installs precision altitude measuring equipment to allow KC-135 aircraft to operate in premium reduced vertical separation ICAO airspace over the North Atlantic. FY97 NRE is for KC-135R models and FY98 is for KC-135E. This modification is baselined with Pacer CRAG and TAWS.

Aircraft Breakdown: Active 273, Reserve 70, ANG 224

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	0.3	6	0.8	127	3.0	204	4.2	202	4.1	27	1.3
KITS NONRECUR		2.4		1.3		6.2		6.5				
EQUIPMENT	[1]	0.2	[6]	1.0	[127]	14.1	[204]	23.0	[202]	23.3	[27]	4.7
EQUIP NONREC		0.2										
CHANGE ORDERS		0.1		0.2		0.5		0.8		0.8		
DATA		0.1		0.7		0.2						0.2
SIM/TRAINER					[6]	1.7	[9]	0.9	[5]	0.5		
SUPPORT-EQUIP						0.2		0.1		0.1		
WARRANTY						0.3		1.2		1.2		0.5
OGC		0.7		1.9		0.5		0.3		0.3		0.3
INSTALLATION OF HARDWARE												
FY-97 1 KITS	[1]											
FY-98 6 KITS			[6]									
FY-99 127 KITS					[20]	1.1	[107]	5.5				
FY-00 204 KITS							[97]	5.0	[107]	5.5		
FY-01 202 KITS									[84]	4.3	[118]	7.7
FY-02 27 KITS											[27]	1.8
TOTAL INSTALL	1		6		20	1.1	204	10.5	191	9.8	145	9.4
TOTAL COST (BP-1100)	1	4.0	6	6.0	127	27.7	204	47.4	202	40.0	27	16.4

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Fact Sheet: C-135 MN-6030 REDUCED VERTICAL SEPARATION MINIMA (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS									567	13.7
KITS NONRECUR										16.4
EQUIPMENT									[567]	66.3
EQUIP NONREC										0.2
CHANGE ORDERS										2.4
DATA										1.2
SIM/TRAINER									[20]	3.1
SUPPORT-EQUIP										0.4
WARRANTY										3.1
OGC										3.9
INSTALLATION OF HARDWARE										
FY-97 1 KITS									[1]	
FY-98 6 KITS									[6]	
FY-99 127 KITS									[127]	6.6
FY-00 204 KITS									[204]	10.5
FY-01 202 KITS									[202]	12.0
FY-02 27 KITS									[27]	1.8
TOTAL INSTALL									567	30.8
TOTAL COST (BP-1100)									567	141.5

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)	12/97	06/98	03/99	11/99	12/00	12/01
Delivery Date (Month/CY)	06/98	12/98	09/99	05/00	06/01	06/02

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02			
Quarters	1	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				20	48	52	52	52	51	51	51	38	57	60	28	
Output					1				6				20	48	52	52	52	51	51	51	38	57	60	28

FY 2000 PBR
Modification Title and No: 8.33 KHZ VHF RADIO MN-9702

CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

Center: OC-ALC

PE 0401218F Team MOBIL

Description/Justification

This is a GATM communication modification. Increasing use will be made of VHF data links with data eventually being used more than voice. 8.33kHz DSB-AM voice operation provides an early relief for those areas experiencing a shortage of assignable voice channels at present. Program unable to meet user install requirement for 150 kits in FY99 due to fiscal constraints. 150 kits moved to FY01.

Aircraft Breakdown: Active 271, Reserve 70, ANG 224

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							110	1.8	455	7.2		
KITS NONRECUR								0.9				
EQUIPMENT							[110]	13.0	[455]	57.0		
EQUIP NONREC												
CHANGE ORDERS								0.1		1.5		
DATA								0.4		0.5		
SIM/TRAINER									[20]	0.6		
SUPPORT-EQUIP												
WARRANTY												
OGC								0.4		0.4		
INSTALLATION OF HARDWARE												
FY-00 110 KITS							[110]					
FY-01 455 KITS									[455]			
TOTAL INSTALL							110		455			
TOTAL COST (BP-1100)							110	16.6	455	67.2		

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 1 Month

Follow-On Lead Time: 1 Month

Fact Sheet: C-135 MN-9702 8.33 KHZ VHF RADIO

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS									565	9.0
KITS NONRECUR										0.9
EQUIPMENT									[565]	70.0
EQUIP NONREC										
CHANGE ORDERS										1.6
DATA										1.0
SIM/TRAINER									[20]	0.6
SUPPORT-EQUIP										
WARRANTY										
OGC										0.7
INSTALLATION OF HARDWARE										
FY-00 110 KITS									[110]	
FY-01 455 KITS									[455]	
TOTAL INSTALL									565	
TOTAL COST (BP-1100)									565	83.8

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					30	30	25	25	150	180	90	35				
Output					30	30	25	25	150	180	90	35				

FY 2000 PBR

Modification Title and No: GLOBAL AIR TRAFFIC MANAGEMENT (GATM) MN-9709

CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

Center: OC-ALC

PE 0401218F Team MOBIL

Description/Justification

This GATM modification adds communications, navigation, and surveillance equipment needed for operation in oceanic airspace where reduced horizontal separations are implemented. The aeronautical satellite communications equipment provides a beyond line of sight communications capability to support controller-pilot data link communications (CPDLC), and automatic reporting of the aircraft's GPS-derived position (automatic dependent surveillance, ADS). It provides direct pilot to controller voice communications. The second HF radio and HF data link (HFDL) modem provide a backup to the SATCOM data line. Dual CMUs prevent a single point of failure in the ATC data link system. NRE is spread over 3 years for different KC-135 models with KC-135R in FY99 and other models in FY00 & 01. ECO reflects GATM standards currently in development. The prototype cost are paid in FY99 and installed in FY00. Program unable to meet user requirements for acquisition buys; less 83 kits in FY02 and 143 kits in FY03. Fiscal constraints caused program schedule extension into FY05, FY06, and FY07.

Aircraft Breakdown: Active 294, Reserve 70, ANG 224

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					3	12.9			57	10.0	190	28.9
KITS NONRECUR						26.9				2.7		
EQUIPMENT					[3]	3.0			[57]	49.5	[190]	156.6
EQUIP NONREC						1.0						
CHANGE ORDERS						0.5		9.1		9.8		7.7
DATA						1.1						3.3
SIM/TRAINER						0.2	[1]	15.9			[5]	2.8
SUPPORT-EQUIP										4.0		5.3
MILSTRIP						1.3		2.0		2.0		2.0
MOD Prep										0.4		0.9
WARRANTY						1.4		2.7		5.8		5.2
OGC												
INSTALLATION OF HARDWARE												
FY-99 3 KITS									[3]	2.2		
FY-01 57 KITS											[44]	13.2
FY-02 190 KITS												
FY-03 125 KITS												
FY-04 85 KITS												
FY-05 20 KITS												
FY-06 108 KITS												
TOTAL INSTALL									3	2.2	44	13.2
TOTAL COST (BP-1100)					3	48.4		29.6	57	86.5	190	225.9

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Fact Sheet: C-135 MN-9709 GLOBAL AIR TRAFFIC MANAGEMENT (GATM)

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS	125	19.1	85	13.3	20	3.2	108	17.9	588	105.3
KITS NONRECUR										29.6
EQUIPMENT	[125]	105.3	[85]	73.7	[20]	17.9	[108]	99.4	[588]	505.3
EQUIP NONREC										1.0
CHANGE ORDERS		5.2		3.2				7.0		42.5
DATA		4.0		4.1		1.0		7.0		20.5
SIM/TRAINER	[7]	6.0	[3]	2.9			[4]	4.0	[20]	31.8
SUPPORT-EQUIP										
MILSTRIP		4.6		3.4		1.1		6.5		24.9
MOD Prep		2.0		1.9		0.3				11.5
WARRANTY		1.1		0.5		1.1		3.0		7.0
OGC		1.8		1.0		0.7		3.0		21.6
INSTALLATION OF HARDWARE										
FY-99 3 KITS									[3]	2.2
FY-01 57 KITS	[13]	4.2							[57]	17.5
FY-02 190 KITS	[190]	61.9							[190]	61.9
FY-03 125 KITS			[125]	43.5					[125]	43.5
FY-04 85 KITS					[85]	31.9			[85]	31.9
FY-05 20 KITS							[20]	8.1	[20]	8.1
FY-06 108 KITS							[108]	47.2	[108]	47.2
TOTAL INSTALL	203	66.1	125	43.5	85	31.9	128	55.3	588	212.2
TOTAL COST (BP-1100)	125	215.2	85	147.4	20	57.1	108	203.1	588	1013.2

(Totals may not add due to rounding)

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)	06/99	12/99	12/00	12/01	12/02	12/03	12/04	12/05		
Delivery Date (Month/CY)	06/00	09/00	09/01	09/02	09/03	09/04	09/05	09/06		

Installation Schedule

	FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05				FY-06			
Quarters	1	2	3	4	1	2	3	4	1	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	12	23	43	48	48	48	39	32	30	30	27	23	21	21	13	6
Output												3					3	11	20	34	36	45	48	45	42	34	32	28	25	22	21	11	

	FY-07				FY-08			
Quarters	1	2	3	4	1	2	3	4
Input	6	4	7	27	30	28	18	
Output	9	7	3	15	28	30	27	9

FY 2000 PBR
Modification Title and No: LOW COST MODIFICATIONS MN-99999X

CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

Center: OC-ALC

PE 0401218F Team MOBIL

Description/Justification
These are low cost (less than $900K) modifications.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status
N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		3.7		2.3		1.2		1.2		0.3		0.5
CASEY 01												
TOTAL COST (BP-1100)		3.7		2.3		1.2		1.2		0.3		0.5

(Totals may not add due to rounding)

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

Fact Sheet: C-135 MN-99999X LOW COST MODIFICATIONS

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT										
CASEY 01		1.6		1.8		1.8				14.4
TOTAL COST (BP-1100)		1.6		1.8		1.8				14.4

(Totals may not add due to rounding)

Milestones

	FY-93
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR

Modification Title and No: HIGH RELIABILITY MAINT FREE BATTERY MN-KC4218

CLC: C-135 Class P

Models of Aircraft Affected: KC-135

Center: OC-ALC

PE 0401218F Team MOBIL

Description/Justification

The high reliability maintenance free battery program reduces maintenance and increases reliability by installing two sealed lead acid batteries in the place of the four existing vented nicad batteries. Note: Concurrent installation with Pacer Crag in FY98 saves $814K. In FY96 and FY97, the contract date is 4th Qtr 97 because of the link to the Pacer CRAG production decision in Sep 97. Follow-on lead times vary because the KC-135 battery delivery is only a small part of an overall battery program and KC-135 program does not control delivery schedule. This program is baselined with Pacer CRAG (mod #3150PC), TAWS and RVSM (mod #6030).

Aircraft Breakdown: Active 294, Reserve 72, ANG 224

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS	251	1.8	180	0.8	157	0.7						
KITS NONRECUR		0.3										
EQUIPMENT	[251]	1.9	[180]	0.7	[157]	1.1						
EQUIP NONREC		0.1										
CHANGE ORDERS		0.3										
DATA		0.5										
SIM/TRAINER	[20]	0.3										0.8
SUPPORT-EQUIP												
OGC		0.2										
INSTALLATION OF HARDWARE												
FY-95 54 KITS	[4]	0.3	[50]	0.3								
FY-96 62 KITS			[8]	0.1	[53]	0.3						
FY-97 135 KITS					[110]	0.7						
FY-98 180 KITS							[179]	1.2				
FY-99 157 KITS							[1]	0.0	[157]	1.2		
TOTAL INSTALL	4	0.3	58	0.4	163	1.1	180	1.2	157	1.2		
TOTAL COST (BP-1100)	251	5.7	180	1.9	157	2.9		1.3		1.3		0.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Fact Sheet: C-135 MN-KC4218 HIGH RELIABILITY MAINT FREE BATTERY

Projected Financial Plan (Continued)

(Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									588	3.3
KITS NONRECUR										0.3
EQUIPMENT									[588]	3.7
EQUIP NONREC										0.1
CHANGE ORDERS										0.3
DATA										1.3
SIM/TRAINER									[20]	0.3
SUPPORT-EQUIP										
OGC										0.3
INSTALLATION OF HARDWARE										
FY-95 54 KITS									[54]	0.6
FY-96 62 KITS									[61]	0.4
FY-97 135 KITS									[110]	0.7
FY-98 180 KITS									[179]	1.2
FY-99 157 KITS									[158]	1.3
TOTAL INSTALL									562	4.2
TOTAL COST (BP-1100)									588	13.8

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-95				FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02		
Quarters	1	2	3	4	1	2	3	4	1	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					15	18	25	29	37	45	52	45	45	45	46	46	46	45					
Output								2	2						15	18	25	29	37	45	52	45	45	45	46	46	46	45				

FY 2000 PBR
Modification Title and No: MULTIPOINT REFUELING MN-KC4231

CLC: C-135 Class P

Models of Aircraft Affected: KC-135R

Center: OC-ALC

PE 0401218F Team MOBIL

Description/Justification

Install drogue/hose reels on aircraft to provide multipoint refueling capability to support U.S. Navy, Marine and Allies equipped with probe refueling equipment. The refueling pod equipment (33 sets) does not equal aircraft install kits (45 acft) to allow a minimum of 33 aircraft available to carry pods during programmed depot maintenance action. Each set of equipment kits equals two (2) pods. Additional FY96 and FY97 funding added to buy additional kits with the FY98 requirement to take advantage of a quantity buy discount. FY99 funding is required for installation of prior years kits. FY96 prototype install funded with 3600 funds. Program restructured due to fiscal constraints: no kit buys in FY99 and FY00 and schedule extension into FY08.

Aircraft Breakdown: Active 41, Reserve 2, ANG 2

Development Status

Completed.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[1]	33.5										
PROCUREMENT (3010)												
INSTALL KITS	14	11.9	5	3.6					4	4.7	2	2.4
KITS NONRECUR										0.2		
EQUIPMENT	[12]	22.5	[7]	11.1					[3]	7.8	[1]	2.7
EQUIP NONREC										0.3		
CHANGE ORDERS		1.1		0.6		0.3				0.3		0.3
DATA		0.8		0.2						0.2		0.2
SIM/TRAINER												
SUPPORT-EQUIP		3.9		0.7								0.6
WARRANTY		0.4		0.2		2.1		2.2		2.2		0.4
OGC				0.4		0.4		0.4		0.4		0.4
INSTALLATION OF HARDWARE												
FY-96 3 KITS	[2]	3.4			[1]	0.8						
FY-97 11 KITS	[1]	2.0	[4]	5.3	[5]	4.2	[1]	0.9				
FY-98 5 KITS							[5]	4.3				
FY-01 4 KITS											[4]	3.7
FY-02 2 KITS												
FY-03 1 KITS												
FY-04 2 KITS												
FY-05 1 KITS												
FY-06 7 KITS												
FY-07 8 KITS												
TOTAL INSTALL	3	5.4	4	5.3	6	5.0	6	5.2			4	3.7
TOTAL COST (BP-1100)	14	46.1	5	22.1		7.8		7.8	4	16.1	2	10.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 11 Months

Follow-On Lead Time: 11 Months

Fact Sheet: C-135 MN-KC4231 MULTIPOINT REFUELING

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[1]	33.5
PROCUREMENT (3010)										
INSTALL KITS	1	1.3	2	2.7	1	1.4	15	22.0	44	50.0
KITS NONRECUR										0.2
EQUIPMENT							[9]	28.3	[32]	72.3
EQUIP NONREC								4.0		4.3
CHANGE ORDERS								0.6		3.3
DATA								1.0		2.4
SIM/TRAINER										
SUPPORT-EQUIP								2.0		7.2
WARRANTY		0.1		0.3		0.3		1.3		9.5
OGC		0.1		0.1		0.2		1.2		3.8
INSTALLATION OF HARDWARE										
FY-96 3 KITS									[3]	4.3
FY-97 11 KITS									[11]	12.3
FY-98 5 KITS									[5]	4.3
FY-01 4 KITS									[4]	3.7
FY-02 2 KITS	[2]	1.9							[2]	1.9
FY-03 1 KITS			[1]	1.0					[1]	1.0
FY-04 2 KITS					[2]	2.0			[2]	2.0
FY-05 1 KITS							[1]	1.0	[1]	1.0
FY-06 7 KITS							[7]	7.6	[7]	7.6
FY-07 8 KITS							[8]	8.9	[8]	8.9
TOTAL INSTALL	2	1.9	1	1.0	2	2.0	16	17.5	44	47.1
TOTAL COST (BP-1100)	1	3.5	2	4.2	1	4.0	15	77.8	44	200.0

(Totals may not add due to rounding)

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)			06/96	10/96	01/98			01/01	01/02	01/03	01/04	01/05	01/06	01/07	
Delivery Date (Month/CY)			05/97	09/97	12/98			12/01	12/02	12/03	12/04	12/05	12/06	12/07	
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00				FY-01		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input															1	2		1	1	2	2		3	1	1	2	2	1				
Output													1	1	1			3	1	2	2	2	2		1	2	1					

	FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08		
Quarters	1	2	3	4	1	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	2	2	2	2	2	2	2
Output				1	1	1	1		1		1		1					1			1		1		1	2	2	10

FY 2000 PBR
Modification Title and No: SIMULATOR UPGRADE MN-SIM135

Models of Aircraft Affected: C-135 SIMULATORS

Center: OO-ALC

CLC: C-135 Class P
PE 0401897F Team MOBIL

Description/Justification

KC-135 Simulator upgrade program will add a new, state-of-the-art visual systems, motion base and Distributive Mission Training (DMT). These upgrade efforts will allow AMC to move flying proficiency training from the more expensive aircraft to the simulator. Upgrade program is being accomplished in a phased sequence; visual installation is followed by a motion installation. DMT is programmed to begin in FY02. This program supports AMC C-MNS 001-93, MNS AMC 021-93, and ORD AMC 021-93 I/II/III.

Aircraft Breakdown: Active 10, Reserve 3, ANG 2

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					4	6.3	4	8.7	6	8.0	4	9.7
KITS NONRECUR						7.1		9.4		8.8		12.7
EQUIPMENT												
EQUIP NONREC						3.8		5.2		4.2		3.8
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
TOTAL COST (BP-1100)					4	17.3	4	23.3	6	21.0	4	26.2

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 5 Months

Follow-On Lead Time: 4 Months

Fact Sheet: C-135 MN-SIM135 SIMULATOR UPGRADE

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS	15	10.7							33	43.3
KITS NONRECUR										
EQUIPMENT		11.9								49.9
EQUIP NONREC										
CHANGE ORDERS										
DATA		6.4								23.4
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.1
TOTAL COST (BP-1100)	15	28.9							33	116.7

(Totals may not add due to rounding)

Milestones

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

FY 2000 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

Center: OC-ALC

PE 0401218F Team MOBIL

Description/Justification

FY96/97 funds were obligated Sep 97, following extended requirements changes, which affected delivery dates. System alerts aircrew to flight profiles that project an impact with the ground. . This mod is baselined with Pacer CRAG (MN-3150PC).

Aircraft Breakdown: Active 294, Reserve 72, ANG 224

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	237	7.8	25	0.8	81	3.0	175	6.0	42	1.8		
KITS NONRECUR	4	9.9										
EQUIPMENT	[237]	12.2	[25]	1.3	[81]	4.2	[175]	9.4	[42]	2.4		
EQUIP NONREC	[4]	0.3										
CHANGE ORDERS		1.9				0.5						
DATA		8.1				0.3						
SIM/TRAINER		0.1	[20]	3.2								
SUPPORT-EQUIP												
OGC		0.1				0.8		0.5		0.2		
TRAINING		0.4										
INSTALLATION OF HARDWARE												
FY-96 15 KITS					[15]	0.2						
FY-97 226 KITS			[3]	0.1	[1]	0.0	[204]	3.5	[18]	0.5		
FY-98 25 KITS									[25]	0.7		
FY-99 81 KITS									[81]	2.1		
FY-00 175 KITS									[66]	1.7	[109]	6.3
FY-01 42 KITS											[42]	2.4
TOTAL INSTALL			3	0.1	16	0.2	204	3.5	190	5.0	151	8.8
TOTAL COST (BP-1100)	241	40.7	25	5.4	81	8.9	175	19.4	42	9.4		8.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 8 Months

Follow-On Lead Time: 6 Months

Fact Sheet: C-135 MN-TAWS TERRAIN AWARENESS & WARNING SYS (TAWS)

Projected Financial Plan (Continued) (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									560	19.4
KITS NONRECUR									4	9.9
EQUIPMENT									[560]	29.5
EQUIP NONREC									[4]	0.3
CHANGE ORDERS										2.4
DATA										8.4
SIM/TRAINER									[20]	3.3
SUPPORT-EQUIP										
OGC										1.6
TRAINING										0.4
INSTALLATION OF HARDWARE										
FY-96 15 KITS									[15]	0.2
FY-97 226 KITS									[226]	4.1
FY-98 25 KITS									[25]	0.7
FY-99 81 KITS									[81]	2.1
FY-00 175 KITS									[175]	8.1
FY-01 42 KITS									[42]	2.4
TOTAL INSTALL									564	17.6
TOTAL COST (BP-1100)									564	92.7

(Totals may not add due to rounding)

Milestones

	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)					09/97	09/97	12/97	03/99	12/99	12/00	
Delivery Date (Month/CY)					05/98	03/98	06/98	12/00	06/00	06/01	

Installation Schedule

	FY-92				FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	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	1			1		15
																											2	1			1	15

	FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input	51	51	51	51	49	49	49	43	57	60	34	
Output	51	51	51	51	49	49	49	43	57	60	34	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: E-3				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$120.855	$112.480	$124.061	$110.671	$89.849	$103.489	$97.210	$96.265

This line item funds modifications to the E-3 aircraft. The four engine E-3 is a modified Boeing 707 airframe which carries airborne radar and provides all-altitude air surveillance, threat warning, and control of theater air forces. The overall goal of the modifications budgeted in FY00 is to upgrade the mission systems. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	3150	NAVSTAR GLOBAL POSI	0.7	2.3								59.4
	3371	ELECTRONIC SUPPORT	17.8	14.9	16.0	15.4						340.2
	3401	JTIDS TADIL J		0.1								36.7
	3402	DATA ANALYSIS PROGR		0.3	0.1	0.1						105.5
	50001A	EXT SEN, COMPUTERS	29.8	28.7	18.8	30.0	19.3	30.3	69.3	45.9	16.2	325.4
	50001C	EXTEND SENTRY, COM	0.2	0.1	0.2							25.2
	50001P	PDMA	0.0		0.1	0.1						4.6
	50001R	EXTEND SENTRY, RADA							4.2	32.4		78.1
	50001X	EXTEND SENTRY	9.4	1.5	6.1	6.9	5.5	5.0	4.4	6.0		62.3
	7266	RADAR SYSTEM IMPRO	63.0	60.1	66.1	57.1	53.9	54.4	5.6	4.7		456.9
	9709	GLOBAL AIR TRAFFIC M							0.8	2.3		3.1
	T8135	SATCOM DAMA			16.7	1.2	11.1	13.8	12.9	4.9		60.6
	Z88888	REPROGRAMMINGS		4.3								4.0
TOTAL FOR CLASS P			120.9	112.5	124.1	110.7	89.8	103.5	97.2	96.3	16.2	1,562.0
TOTAL FOR AIRCRAFT E-3			120.9	112.5	124.1	110.7	89.8	103.5	97.2	96.3	16.2	1,562.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 56	PAGE NO. 1	

FY 2000 PBR
Modification Title and No: NAVSTAR GLOBAL POSITIONING SYSTEM MN-3150

CLC: E-3 Class P

Models of Aircraft Affected: E-3

Center: ESC

PE 0207417F Team INFO

Description/Justification

Navstar Global Positioning System (GPS) provides worldwide three-dimensional positioning/navigation for military aircraft. This effort is part of the E-3 block 30/35 modification. In FY95, ECP 1204R2 was added to the contract to modify GPS with the Inertial Navigation System (GPS +INS=GINS). A stop work order was initiated for the stand alone GPS equipment that was not common to the GINS equipment configuration. In FY96, a quantity of 22 GINS equipment kits were purchased to enable the ECP to coincide with the depot installation schedule. The 22 kits purchased are for the FY93 buy of three (3), the FY95 buy of nine (9), the FY96 buy of nine (9), and an additional kit to retrofit the trial installation A/C. Therefore, aircraft installs in FY96 and on will include the new GINS kits. The install kit and installation costs for GINS, as well as all other Block 30/35 mods, are shown in the ESM mod, MN 3371, except for the T137 retrofit in FY99.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0

Development Status

Satellites and control segments are currently in production/deployment. The DoD interservice Group B contract cannot be awarded until all funds from all services are received; therefore, 2nd qtr award is programmed to allow sufficient time for the administrative details. 3600 funding for this program is part of the total block 30/35 effort and is depicted on ESM, Mod 3371.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	[3]	0.7										
KITS NONRECUR		8.5										
EQUIPMENT	32	45.3		0.4								
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.8										
SIM/TRAINER												
SUPPORT-EQUIP						1.1						
COM MOD KITS												
OGC		0.2				0.2						
ICS				0.3		0.3						
INSTALLATION OF HARDWARE												
FY-93 3 KITS	[3]	0.1										
FY-95 9 KITS	[8]		[1]									
FY-96 10 KITS			[6]		[4]							
FY-97 10 KITS					[1]	0.7	[5]		[4]			
TOTAL INSTALL	11	0.1	7		5	0.7	5		4			
TOTAL COST (BP-1100)	32	56.4		0.7		2.3						

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 26 Months

Follow-On Lead Time: 26 Months

Fact Sheet: E-3 MN-3150 NAVSTAR GLOBAL POSITIONING SYSTEM

Projected Financial Plan (Continued) (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[3]	0.7
KITS NONRECUR										8.5
EQUIPMENT									32	45.8
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.8
SIM/TRAINER										
SUPPORT-EQUIP										1.1
COM MOD KITS										0.8
OGC										0.4
ICS										0.6
INSTALLATION OF HARDWARE										
FY-93 3 KITS									[3]	0.1
FY-95 9 KITS									[9]	
FY-96 10 KITS									[10]	
FY-97 10 KITS									[10]	0.7
TOTAL INSTALL									32	0.8
TOTAL COST (BP-1100)									32	59.4

(Totals may not add due to rounding)

Milestones

	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)	12/93		03/95	12/95	12/96					
Delivery Date (Month/CY)	03/96		03/97	12/97	12/98					

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														1	1	1	2	2	2	2	2	2	2	1	1	2	1	1	1	1	1	2
Output															1	1	1	2	2	2	2	2	2	2	1	1	2	1	1	1	1	1

	FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4
Input	1	1	1	1				
Output	2	1	1	1	1			

FY 2000 PBR
Modification Title and No: ELECTRONIC SUPPORT MEASURES (ESM) MN-3371

CLC: E-3 Class P

Models of Aircraft Affected: E-3B/C

Center: ESC

PE 0207417F Team INFO

Description/Justification

The Electronic Support Measures (ESM) system will allow the E-3 to passively detect, locate, and identify airborne, shipborne, and ground based emitters. ESM will also provide threat warning capability. Data from the ESM system will be presented at existing E-3 situation display console displays. ESM is part of the E-3 block 30/35 modification. The development contract includes the kit productions option IAW the ESM US/NATO memorandum of understanding, dated 17 Nov 86. 3600 procured 1 trial install kit in FY92. Install kits include funds for all Block 30/35 mod group A kits. These are combined in the contract as one kit and reflected on this P-3. Due to an Aug 97 rate increase at ALC Depot, 9 previously planned installs, scheduled to be complete by FY00 are extended into FY00 & FY01. Final Tech Orders prep and print are also included in FY00. The GFE in FY01 supports the impacts of late install and kit storage costs, which are the result of the schedule stretch-out.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		90.0										
PROCUREMENT (3010)												
INSTALL KITS	[31]	74.0										
KITS NONRECUR												
EQUIPMENT	31	121.7										
EQUIP NONREC		8.6										
CHANGE ORDERS												
DATA		3.2						1.1				
SIM/TRAINER	[5]	6.8										
SUPPORT-EQUIP		29.5				0.4						
ICS		3.4		0.3		0.8						
REFURB		1.3										
OGC		3.2		0.1		1.2		0.7		0.5		
WARRANTY		4.0										
GFE		5.0				0.4		0.7		3.5		
INSTALLATION OF HARDWARE												
FY-93 3 KITS	[3]	3.3										
FY-95 9 KITS	[8]	12.3	[1]	2.5								
FY-96 9 KITS			[6]	14.9	[3]	9.1						
FY-97 10 KITS					[1]	3.0	[5]	13.5	[4]	11.3		
TOTAL INSTALL	11	15.6	7	17.4	4	12.1	5	13.5	4	11.3		
TOTAL COST (BP-1100)	31	276.3		17.8		14.9		16.0		15.4		

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 25 Months

Follow-On Lead Time: 25 Months

Fact Sheet: E-3 MN-3371 ELECTRONIC SUPPORT MEASURES (ESM)

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										90.0
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR									[31]	74.0
EQUIPMENT										
EQUIP NONREC									31	121.7
CHANGE ORDERS										8.6
DATA										
SIM/TRAINER										4.2
SUPPORT-EQUIP									[5]	6.8
ICS										29.9
REFURB										4.5
OGC										1.3
WARRANTY										5.7
GFE										4.0
INSTALLATION OF HARDWARE										9.6
FY-93 3 KITS										
FY-95 9 KITS									[3]	3.3
FY-96 9 KITS									[9]	14.8
FY-97 10 KITS									[9]	23.9
TOTAL INSTALL									[10]	27.8
TOTAL COST (BP-1100)									31	69.9
(Totals may not add due to rounding)									31	340.2

Milestones

	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)	12/93		03/95	12/95	12/96					
Delivery Date (Month/CY)	03/96		03/97	12/97	12/98					

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	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	1	1	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	2	
														1	1	1	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	

	FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4
Input	1	1	1	1				
Output	2	1	1	1	1			

FY 2000 PBR

Modification Title and No: EXT SEN, COMPUTERS AND DISPLAYS MN-50001A

Models of Aircraft Affected: E-3

Center: ESC

CLC: E-3 Class P

PE 0207417F Team INFO

Description/Justification

A 2 phase project that parallels the NATO Midterm Program to upgrade E-3 legacy MIssion System Computers, Display processors, and Displays. The project transitions AWACS to an open system architecture that will allow the E-3 to take advantage of the rapid advances in computing technology. Includes: Replacement Digital Multiplexer (RDMX), Electronics Command Signal Programmer (ECSP), A-3 Card Replacement, Line Printer and Best of Breed Tracker (BBT). These components will be installed along with Block 30/35 starting with install #20. The remaining 19 aircraft will be installed during phase maintenance. The quantity data reflect full production kits, which include an ECSP, RDMX, A-3, BBT. Quantities represent a variety of projects/different end items within Extend Sentry & C&D. Because of this, unit cost fluctuates depending on the composite of items procured and NRE is procured in each year due to varied production line start-ups.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		4.4										
KITS NONRECUR												
EQUIPMENT	2	17.8	2	9.5	4	17.4	4	15.1	6	20.8	4	16.1
EQUIP NONREC		8.3		13.3				0.1		0.1		0.1
CHANGE ORDERS								0.8		0.3		0.2
DATA		0.7				0.1						
SIM/TRAINER			[2]	7.0	[3]	9.6			[2]	6.6		
SUPPORT-EQUIP		5.9						0.7		0.3		0.5
COMMON INTEG						1.4		1.5		1.5		1.5
ICS												
INSTALLATION OF HARDWARE												
FY-96 1 KITS					[1]	0.1						
FY-97 1 KITS					[1]	0.1						
FY-98 2 KITS					[2]	0.1						
FY-99 4 KITS							[4]	0.5				
FY-00 4 KITS									[4]	0.4		
FY-01 6 KITS											[6]	0.9
FY-02 4 KITS												
FY-03 6 KITS												
FY-04 17 KITS												
FY-05 8 KITS												
TOTAL INSTALL					4	0.3	4	0.5	4	0.4	6	0.9
TOTAL COST (BP-1100)	2	37.1	2	29.8	4	28.7	4	18.8	6	30.0	4	19.3

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 15 Months

Follow-On Lead Time: 12 Months

Fact Sheet: E-3 MN-50001A EXT SEN, COMPUTERS AND DISPLAYS

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS										4.4
KITS NONRECUR										
EQUIPMENT	6	22.2	17	63.2	8	28.3			53	210.5
EQUIP NONREC		0.1		4.8		0.1				26.9
CHANGE ORDERS		0.2		0.2		1.2				2.8
DATA						0.1				0.8
SIM/TRAINER	[2]	7.0							[9]	30.2
SUPPORT-EQUIP										5.9
COMMON INTEG										1.5
ICS		0.5								6.4
INSTALLATION OF HARDWARE										
FY-96 1 KITS									[1]	0.1
FY-97 1 KITS									[1]	0.1
FY-98 2 KITS									[2]	0.1
FY-99 4 KITS									[4]	0.5
FY-00 4 KITS									[4]	0.4
FY-01 6 KITS									[6]	0.9
FY-02 4 KITS	[4]	0.3							[4]	0.3
FY-03 6 KITS			[6]	1.2					[6]	1.2
FY-04 17 KITS					[17]	16.2			[17]	16.2
FY-05 8 KITS							[8]	16.2	[8]	16.2
TOTAL INSTALL	4	0.3	6	1.2	17	16.2	8	16.2	53	36.0
TOTAL COST (BP-1100)	6	30.3	17	69.3	8	45.9		16.2	53	325.4

(Totals may not add due to rounding)

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06
Contract Date (Month/CY)			09/97	09/97	12/97	12/98	12/99	12/00	12/01	12/02	12/03	12/04	
Delivery Date (Month/CY)			12/98	09/98	12/98	12/99	12/00	12/01	12/02	12/03	12/04	12/05	

Installation Schedule

	FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	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
Output																					1	1	1	1	1	1	1	1	1	1	1	1

	FY-02				FY-03				FY-04				FY-05				FY-06			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	1	1	2	2	1	1	1	1	2	2	1	1	5	5	5	2	3	3	2	
Output	1	1	1	2	2	1	1	1	1	2	2	1	1	5	5	5	2	3	3	2

FY 2000 PBR
Modification Title and No: EXTEND SENTRY MN-50001X

CLC: E-3 Class P

Models of Aircraft Affected: E-3

Center: ESC

PE 0207417F Team INFO

Description/Justification

EXTEND SENTRY is a family of modifications to the E-3 mission equipment and aircraft systems that is designed to keep the aircraft reliable into the 21st century. Improvements must be made to the E-3 mission equipment and aircraft systems to keep the aircraft flying. These improvements are required to sustain the aircraft. These funds cover all Extend Sentry contract award fees, MITRE, TEMS, Travel, depot/field team installation costs and miscellaneous engineering services tasks. Includes portions of MN99999A/S/X. Install quantities in FY98-00 reflect the Raytheon portion of Extenc Sentry installs.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0

Development Status

Development line has all 3600 funds for all Extend Sentry projects, test asset/lab support , TS-3 PDM and program support.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		59.8		18.0		14.7		15.6		15.3		13.3
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		17.4		8.8		0.8		5.4		6.9		5.5
INSTALLATION OF HARDWARE												
FY-98 0 KITS			[4]	0.6								
FY-99 0 KITS					[4]	0.7						
FY-00 0 KITS							[4]	0.7				
TOTAL INSTALL			4	0.6	4	0.7	4	0.7				
TOTAL COST (BP-1100)		17.4		9.4		1.5		6.1		6.9		5.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Fact Sheet: E-3 MN-50001X EXTEND SENTRY

Projected Financial Plan (Continued) (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)		29.4		18.2		18.6				203.0
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC		5.0		4.4		6.0				60.4
INSTALLATION OF HARDWARE										
FY-98 0 KITS									[4]	0.6
FY-99 0 KITS									[4]	0.7
FY-00 0 KITS									[4]	0.7
TOTAL INSTALL									12	2.0
TOTAL COST (BP-1100)		5.0		4.4		6.0				62.3

(Totals may not add due to rounding)

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)				12/96	12/97	12/98		
Delivery Date (Month/CY)				12/97	12/98	12/99		

Installation Schedule

	FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	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				
Output																		1	1	1	1	1	1	1	1	1	1	1				

FY 2000 PBR

Modification Title and No: RADAR SYSTEM IMPROVEMENT PROGRAM MN-7266

CLC: E-3 Class P

Models of Aircraft Affected: E-3B/C

Center: ESC

PE 0207417F Team INFO

Description/Justification

Funds concurrent acquisition and retrofit of the Radar System Improvement Program (RSIP) to enhance radar detection, ECCM, and improve and expand radar maintenance capabilities. RSIP will improve R&M and provide additional computing capacity needed for future radar improvements. The unit cost fluctuations in FY98-FY00 reflect the U.K and NATO shared cost with the U.S. being phased out while the U.S. assumes more of the total cost and follow-on contract in FY00. NRE and Group B appears each year to show that the Software Requirements Working Group (SCWG) is performing software fixes. The Sim/Trainor line reflects training courses and Sim/Trainers.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0

Development Status

Full rate production decsion was approved 11 Sep 97.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS	4	1.0	4	1.1	5	0.9	4	0.9	5	1.1	5	1.0
KITS NONRECUR		1.3										
EQUIPMENT	[4]	37.1	[4]	28.2	[5]	42.0	[4]	47.0	[5]	41.9	[5]	42.5
EQUIP NONREC		17.2		5.9		0.9		2.1				
CHANGE ORDERS								1.6		1.7		0.6
DATA		1.1		0.2				0.1		0.1		0.1
SIM/TRAINER		0.8	[10]	16.1	[6]	8.9		1.5				
SUPPORT-EQUIP		5.2		0.6								
COMMODITY MOD		0.6		0.3		1.0		1.0		1.0		0.7
REFURB		19.0		0.8		1.2		1.9		1.6		1.4
ICS				0.4		0.4		0.2				
OGC		7.4		2.6		2.7		4.6		3.8		3.8
GFE		1.2		0.6		0.2		0.3		0.3		0.2
INSTALLATION OF HARDWARE												
FY-96 2 KITS			[1]	6.1	[1]	1.9						
FY-97 2 KITS							[2]	3.4				
FY-98 4 KITS							[1]	1.7	[3]	3.4		
FY-99 5 KITS									[2]	2.2	[3]	1.8
FY-00 4 KITS											[3]	1.8
FY-01 5 KITS												
FY-02 5 KITS												
FY-03 5 KITS												
TOTAL INSTALL			1	6.1	1	1.9	3	5.2	5	5.6	6	3.5
TOTAL COST (BP-1100)	4	92.1	4	63.0	5	60.1	4	66.1	5	57.1	5	53.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Fact Sheet: E-3 MN-7266 RADAR SYSTEM IMPROVEMENT PROGRAM

Projected Financial Plan (Continued) (Continued)

RDT&E (3600)	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
PROCUREMENT (3010)										
INSTALL KITS	5	0.5							32	6.5
KITS NONRECUR										1.3
EQUIPMENT	[5]	43.5							[32]	282.3
EQUIP NONREC										26.0
CHANGE ORDERS										3.8
DATA				0.9						2.6
SIM/TRAINER									[16]	27.3
SUPPORT-EQUIP										5.9
COMMODITY MOD		0.4								5.0
REFURB										26.0
ICS										1.0
OGC		5.5								30.3
GFE										2.8
INSTALLATION OF HARDWARE										
FY-96 2 KITS									[2]	8.0
FY-97 2 KITS									[2]	3.4
FY-98 4 KITS									[4]	5.1
FY-99 5 KITS									[5]	4.0
FY-00 4 KITS	[1]	0.7							[4]	2.5
FY-01 5 KITS	[5]	3.7							[5]	3.7
FY-02 5 KITS			[5]	4.7					[5]	4.7
FY-03 5 KITS					[5]	4.7			[5]	4.7
TOTAL INSTALL	6	4.4	5	4.7	5	4.7			32	36.1
TOTAL COST (BP-1100)	5	54.4		5.6		4.7			32	456.9

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-93				FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																							1		1				1	1	1	
Output																								1		1				1	1	1

	FY-01				FY-02				FY-03				FY-04				FY-05				FY-06		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	2	1	1	1	1	1	2	2	2	2	1	1	2	1	1	1	2	1	1	1				
Output		2	1	1	1	1	1	2	2	2	2	1	1	2	1	1	1	2	1	1	1			

FY 2000 PBR
Modification Title and No: SATCOM DAMA MN-T8135

CLC: E-3 Class P

Models of Aircraft Affected: E-3B/C

Center: ESC

PE 0207417F Team INFO

Description/Justification

Per JCS direction, all UHF satcom users must migrate to the DAMA waveform. The DAMA waveform is a demand assign multiple access wave form available in 5 Khz and 25 Khz bandwidths depending on the DAMA network architecture being used. The frequencies used by this system are the same as existing legacy UHF SATCOM systems, but the DAMA wave form provides for far greater capacity that is the reason the system is directed. The Airborne UHF SATCOM System will consist of two Demand Assigned Multiple Access (DAMA) Terminals and will also allow for growth of additional simultaneous channel operations. Each SATCOM Terminal will provide both UHF Satellite communication and Line of Sight communication capabilities.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												2.4
KITS NONRECUR								16.1				0.1
EQUIPMENT											10	2.3
EQUIP NONREC												
CHANGE ORDERS												0.3
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
ICS											[2]	1.9
INSTALLATION OF H								0.6		1.2		1.8
OGC												2.2
GFE												0.1
TOOLING											[2]	
INSTALLATION OF HARDWARE												
FY-02 10 KITS												
FY-03 11 KITS												
FY-04 11 KITS											2	
TOTAL INSTALL												
TOTAL COST (BP-1100)								16.7		1.2	10	11.1

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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

Fact Sheet: E-3 MN-T8135 SATCOM DAMA

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS		2.8		2.7						7.9
KITS NONRECUR		0.1		0.1						16.4
EQUIPMENT	11	2.5	11	2.5					32	7.2
EQUIP NONREC										
CHANGE ORDERS										
DATA		0.2								0.5
SIM/TRAINER										
SUPPORT-EQUIP		1.8								1.8
ICS		0.6		0.6		0.6				1.8
INSTALLATION OF H	[8]	2.3	[11]	3.2	[11]	3.2			[32]	10.5
OGC		1.1		1.1		1.1				6.9
GFE		2.5		2.8						7.5
TOOLING										0.1
INSTALLATION OF HARDWARE										
FY-02 10 KITS	[8]								[10]	
FY-03 11 KITS			[11]						[11]	
FY-04 11 KITS					[11]				[11]	
TOTAL INSTALL	8		11		11				32	
TOTAL COST (BP-1100)	11	13.8	11	12.9		4.9			32	60.6

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-00				FY-01				FY-02				FY-03				FY-04				FY-05				FY-06			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												2	1	2	2	3	2	3	3	3	2	3	3	3				
Output													2	1	2	2	3	2	3	3	3	2	3	3	3			

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: E-4				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$12.706	$9.291	$19.985	$35.560	$18.504	$33.945	$62.835	$39.651

This line item funds modifications to the E-4B aircraft. The four engine E-4B is a highly modified Boeing 747-200 airframe used in support of the mission of the National Airborne Operations Center (NAOC). NAOC provides the National Command Authorities with a survivable airborne command and control platform and gives the President ready access to the National Military Command System. The primary modification budgeted in FY00 is the Modified Miniature Receivers. 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-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	3149F	FLIGHT DATA RECORDE		0.4	0.4	0.4						1.1
	3149T	TRAFFIC ALERT & COLLI	2.2	1.5	1.2	1.2						8.0
	3150	NAVSTAR GLOBAL POSI	0.4		0.9	4.9						28.8
	3410	NPES (NC2AIS) E-4B			0.3	0.8	0.9	0.5	0.5	0.6		3.7
	3445	UNIVERSAL MODEM				2.2	3.9	0.4	0.4			6.9
	3505	MODIFIED MINIATURE R			10.5	19.7	6.9	1.6				38.7
	4374	E-4 MISSION COMMUNIC		3.4	3.6							20.9
	4381	E-4B INFRASTRUCTURE						20.4	39.3	10.9		70.7
	4411	E-4B MISSION SUPPORT						6.9	10.9	7.0		24.8
	4412	E-4B NOISE REDUCTION					2.5	2.6	2.6			7.7
	9702	8.33 KHZ VHF RADIO	0.4	0.3	0.6							1.2
	9709	GLOBAL AIR TRAFFIC M							6.7	20.5		27.2
	99999S	SERVICE BULLETINS	3.8	1.7	1.0	1.9	3.2	1.0	2.1			26.1
	99999X	LOW COST MODIFICATI	2.1	0.4	0.2	2.0	1.1	0.5	0.2	0.7		8.6
	TAWS	TERRAIN AWARENESS	3.5	1.3	1.3	2.5						8.6
	Z88888	REPROGRAMMINGS	0.3	0.3								-4.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 57	PAGE NO. 1	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: E-4				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$12.706	$9.291	$19.985	$35.560	$18.504	$33.945	$62.835	$39.651

This line item funds modifications to the E-4B aircraft. The four engine E-4B is a highly modified Boeing 747-200 airframe used in support of the mission of the National Airborne Operations Center (NAOC). NAOC provides the National Command Authorities with a survivable airborne command and control platform and gives the President ready access to the National Military Command System. The primary modification budgeted in FY00 is the Modified Miniature Receivers. 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-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
TOTAL FOR CLASS P			12.7	9.3	20.0	35.6	18.5	33.9	62.8	39.7	0.0	278.1
TOTAL FOR AIRCRAFT E-4			12.7	9.3	20.0	35.6	18.5	33.9	62.8	39.7	0.0	278.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 57	PAGE NO. 2	

FY 2000 PBR

Modification Title and No: TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM MN-3149T

CLC: E-4 Class P

Models of Aircraft Affected: E-4B

Center: OC-ALC

PE 0302015F Team INFO

Description/Justification

This is a GATM-Surveillance modification that installs TCAS II/MODE 'S'. The Traffic Collision Avoidance System (TCAS) will provide a display for inbound aircraft traffic and provides both visual display corrective action and audible warning. FY98 install on contract and scheduled to begin install in May 99. The FY 99 installs are part of a combined modification effort which is scheduled in conjunction with depot maintenance. This effort begins in FY 99 and ends in FY 00, and influences the installation quantity in the affected fiscal years. The FY00 funded install begins Oct 00-- must be on contract for a/c induction. Schedule is critical. This mod is baselined with 3149F, 3150, TAWS and 4374.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	0.4	1	0.1	1	0.1	1	0.1		
KITS NONRECUR		1.7		0.3								
EQUIPMENT			[1]	1.2	[1]	1.0	[1]	0.7	[1]	0.7		
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.3										
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-98 1 KITS			[1]	0.3								
FY-99 1 KITS					[1]	0.3						
FY-00 1 KITS							[1]	0.3				
FY-01 1 KITS									[1]	0.3		
TOTAL INSTALL			1	0.3	1	0.3	1	0.3	1	0.3		
TOTAL COST (BP-1100)		2.0	1	2.2	1	1.5	1	1.2	1	1.2		

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 15 Months

Follow-On Lead Time: 6 Months

Fact Sheet: E-4 MN-3149T TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									4	0.8
KITS NONRECUR										2.0
EQUIPMENT									[4]	3.7
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.3
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-98 1 KITS									[1]	0.3
FY-99 1 KITS									[1]	0.3
FY-00 1 KITS									[1]	0.3
FY-01 1 KITS									[1]	0.3
TOTAL INSTALL									4	1.2
TOTAL COST (BP-1100)									4	8.0

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											1			1			1		1					
Output													1			1			1		1			

FY 2000 PBR

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

CLC: E-4 Class P

Models of Aircraft Affected: E-4B

Center: OC-ALC

PE 0302015F Team INFO

Description/Justification

This is a Navigation Safety modification. The Navstar Global Positioning system (GPS) provides worldwide three-dimensional positioning/navigation for military aircraft. Satellites broadcast high accuracy data signals which are received by user equipment to compute platform position/velocity and provide steering vectors to target locations. This mod will include a 'glass cockpit', new Flight Management System (FMS) and replaces the Delco Carousel IV-AT INS with the LTN-92 ring laser gyro INS. Kits were purchased to install earlier but technical problems in program and problems with FAA certification delayed the program and increased cost. The prototype installation was completed in Aug 97, but was fielded with operational restrictions to STC. FY97 Change Orders funds corrections to lift these operational flight restrictions. Mod is baselined with 3149F,3149T,TAWS & 4374. There is a requirement for this modification on all 4 E-4Bs, but due to FY 00 funding limitations, only three are currently funded.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	1.1							2			
KITS NONRECUR		3.2										
EQUIPMENT	[1]	1.3							[2]	2.7		
EQUIP NONREC		3.1										
CHANGE ORDERS		11.8										
DATA		1.1		0.4						0.3		
SIM/TRAINER												
SUPPORT-EQUIP												
RETROFIT												
OGC								0.9				
INSTALLATION OF HARDWARE												
FY-94 1 KITS	[1]	0.8										
FY-01 2 KITS									[2]	1.9		
TOTAL INSTALL	1	0.8							2	1.9		
TOTAL COST (BP-1100)	1	22.6		0.4				0.9	2	4.9		

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 21 Months

Follow-On Lead Time: 5 Months

Fact Sheet: E-4 MN-3150 NAVSTAR GLOBAL POSITIONING SYSTEM

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS									3	1.1
KITS NONRECUR										3.2
EQUIPMENT									[3]	4.0
EQUIP NONREC										3.1
CHANGE ORDERS										11.8
DATA										1.7
SIM/TRAINER										
SUPPORT-EQUIP										
RETROFIT										0.9
OGC										0.2
INSTALLATION OF HARDWARE										
FY-94 1 KITS									[1]	0.8
FY-01 2 KITS									[2]	1.9
TOTAL INSTALL									3	2.7
TOTAL COST (BP-1100)									3	28.8

(Totals may not add due to rounding)

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)	09/94						10/99	10/00	
Delivery Date (Month/CY)	06/96						03/00	03/01	

Installation Schedule

	FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	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													1		1	

	FY-02			
Quarters	1	2	3	4
Input				
Output	1			

FY 2000 PBR
Modification Title and No: UNIVERSAL MODEM MN-3445

Models of Aircraft Affected: E-4

Center: OC-ALC

CLC: E-4 Class P
PE 0302015F Team INFO

Description/Justification

The universal modem (UM) is a joint service, international, acquisition in which the army is the lead service. The UM will provide survivable, antijam, low probability of exploitation, interoperable, super high frequency command, control connectivity for military forces during all phases of conflict. The E-4B airborne terminal variant of the UM will be a replacement for the existing AN/USC-28 system.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									1		1	
KITS NONRECUR										0.7		
EQUIPMENT									[1]	0.2	[1]	0.2
EQUIP NONREC										1.1		1.7
CHANGE ORDERS												1.8
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-01 1 KITS									[1]	0.2		
FY-02 1 KITS											[1]	0.2
FY-03 1 KITS												
FY-04 1 KITS												
TOTAL INSTALL									1	0.2	1	0.2
TOTAL COST (BP-1100)									1	2.2	1	3.9

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 8 Months

Follow-On Lead Time: 6 Months

Fact Sheet: E-4 MN-3445 UNIVERSAL MODEM

(Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	1		1						4	0.1
KITS NONRECUR										0.7
EQUIPMENT	[1]	0.2	[1]	0.2					[4]	0.8
EQUIP NONREC										
CHANGE ORDERS										2.7
DATA										1.8
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-01 1 KITS									[1]	0.2
FY-02 1 KITS									[1]	0.2
FY-03 1 KITS	[1]	0.2							[1]	0.2
FY-04 1 KITS			[1]	0.2					[1]	0.2
TOTAL INSTALL	1	0.2	1	0.2					4	0.8
TOTAL COST (BP-1100)	1	0.4	1	0.4					4	6.9

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												1	1						1					1				
Output													1		1									1				1

FY 2000 PBR

Modification Title and No: MODIFIED MINIATURE RECEIVER TERMINAL MN-3505

CLC: E-4 Class P

Models of Aircraft Affected: E-4B, E-6B

Center: ESC

PE 0303131F Team SPACE

Description/Justification

The Modified Miniature Receive Terminal (MMRT) program modifies existing Miniature Receive Terminals (MRT) for installation and integration into the E-4B National Airborne Operations Center (NAOC) and the E-6 Take Charge and Move Out (TACAMO) fleets. MMRT is a VLF/LF receiver currently operational in the B-1B and B-52H. Group B kits will be drawn from available spares and non-SIOP tasked bombers. MMRT is a Joint Program with the Air Force as lead agency. Per PMD, the Air Force us responsible for modifications to all existing MMRTs in an effort to provide a common MRT radio for both Air Force and Navy users. The Air Force is responsible for installing the MMRT on the E-4 while the Navy is responsible for installation on the E-6 aircraft. NAOC and TACMO are essential components of the Nuclear Command and Control System.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

MMRT development is on contract to Rockwell Collins, Richardson Texas with HQ ESC/NDM as contracting agency. RDT&E funds modification of 12 MMRTs including the prototype kits, (procure, install and suitability tests) for E-4B and E-6B. Kits contain 3 each MMRTs. Remaining kits are procured with 3010 funds.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				11.4	[1]	8.1						
PROCUREMENT (3010)												
INSTALL KITS							2	0.8				
KITS NONRECUR												
EQUIPMENT							[18]	6.0	[42]	14.2	[16]	4.8
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.2		0.4		0.3
SIM/TRAINER							[2]	1.5	[1]	0.9		
SUPPORT-EQUIP												
MOD OF SPARES							[6]	2.0	[10]	3.4	[6]	1.8
INSTALLATION OF HARDWARE												
FY-00 2 KITS									[2]	0.8		
TOTAL INSTALL									2	0.8		
TOTAL COST (BP-1100)							2	10.5		19.7		6.9

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Fact Sheet: E-4 MN-3505 MODIFIED MINIATURE RECEIVER TERMINAL (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[1]	19.5
PROCUREMENT (3010)										
INSTALL KITS									2	0.8
KITS NONRECUR										
EQUIPMENT									[76]	25.0
EQUIP NONREC										
CHANGE ORDERS		0.4								0.4
DATA		1.2								2.1
SIM/TRAINER									[3]	2.4
SUPPORT-EQUIP										
MOD OF SPARES									[22]	7.2
INSTALLATION OF HARDWARE										
FY-00 2 KITS									[2]	0.8
TOTAL INSTALL									2	0.8
TOTAL COST (BP-1100)		1.6							2	38.7

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)			04/00	12/00	12/01
Delivery Date (Month/CY)			10/00	06/01	06/02

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1		1					
Output														1			1			

FY 2000 PBR

Modification Title and No: E-4 MISSION COMMUNICATIONS UPGRADE MN-4374

CLC: E-4 Class P

Models of Aircraft Affected: E-4B

Center: OC-ALC

PE 0302015F Team INFO

Description/Justification

The E-4 communications upgrade is required to enable the NAOC to support its primary mission. The upgrade consists of integrating INMARSAT, which provides direct access to public switched telephone networks and military communications systems, and an upgraded UHF SATCOM system to provide full duplex voice communications, and STU IIIs. Installs delayed due to aircraft availability. First Install Feb-Apr 97. 2nd Install Jun-Sep 98. The FY00 funded install begins Oct 00-- must be on contract for a/c induction.. Schedule critical. This mod is baselined with Mod # 3149F, 3149T, 3150, & TAWS.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2	1.6			1	0.5	1	0.5				
KITS NONRECUR		3.7										
EQUIPMENT	[2]	4.4			[1]	2.0	[1]	2.2				
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.5										
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-95 1 KITS	[1]	1.9										
FY-97 1 KITS	[1]	0.8										
FY-99 1 KITS					[1]	0.9						
FY-00 1 KITS							[1]	0.9				
TOTAL INSTALL	2	2.6			1	0.9	1	0.9				
TOTAL COST (BP-1100)	2	13.9			1	3.4	1	3.6				

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 6 Months

Follow-On Lead Time: 4 Months

Fact Sheet: E-4 MN-4374 E-4 MISSION COMMUNICATIONS UPGRADE (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									4	2.7
KITS NONRECUR										3.7
EQUIPMENT									[4]	8.6
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.5
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-95 1 KITS									[1]	1.9
FY-97 1 KITS									[1]	0.8
FY-99 1 KITS									[1]	0.9
FY-00 1 KITS									[1]	0.9
TOTAL INSTALL									4	4.4
TOTAL COST (BP-1100)									4	20.9

(Totals may not add due to rounding)

Milestones

	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)	06/96		03/98		03/99	05/00	
Delivery Date (Month/CY)	12/96		07/98		07/99	09/00	

Installation Schedule

	FY-95				FY-96				FY-97				FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										1					1				1						1			
Output											1					1				1							1	

FY 2000 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S

CLC: E-4 Class P

Models of Aircraft Affected: E-4B

Center: OC-ALC

PE 0302015F Team INFO

Description/Justification

There are numerous miscellaneous modifications (service bulletins) anticipated for incorporation on the E-4 . These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to correct FAA identified deficiencies.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	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		11.3		3.8		1.7		1.0		1.9		3.2
TOTAL COST (BP-1100)		11.3		3.8		1.7		1.0		1.9		3.2

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Fact Sheet: E-4 MN-99999S SERVICE BULLETINS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT		1.0		2.1						26.1
TOTAL COST (BP-1100)		1.0		2.1						26.1

(Totals may not add due to rounding)

Milestones

	FY-90
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR

Modification Title and No: LOW COST MODIFICATIONS MN-99999X

CLC: E-4 Class P

Models of Aircraft Affected: E-4

Center: OC-ALC

PE 0302015F Team INFO

Description/Justification

These are low cost (less than $900k) modifications which are necessary for reliability, maintainability, and/or improved system performance. Low cost mods funded in 98 are Nav Safety mods: Cockpit Voice Recorder (CVR), Digital Flight Data Recorder (DFDR), Emergency Locator Transmitter (ELT).

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.2										
AIRCRAFT		1.2		2.1		0.4		0.2		2.0		1.1
TOTAL COST (BP-1100)		1.4		2.1		0.4		0.2		2.0		1.1

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Fact Sheet: E-4 MN-99999X LOW COST MODIFICATIONS (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT		0.5		0.2		0.7				0.2 8.4
TOTAL COST (BP-1100)		0.5		0.2		0.7				8.6

(Totals may not add due to rounding)

Milestones

	FY-93
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

CLC: E-4 Class P

Models of Aircraft Affected: E-4B

Center: OC-ALC

PE 0302015F Team INFO

Description/Justification

This is a Navigation Safety Modification. TAWS formerly called EGPWS increases pilot situation awareness by providing a 'look ahead' through the projection of the aircraft's position onto a digital database. It provides a visual graphic of terrain conflicts and substantially reduces many nuisances warnings. FY98 install on contract and scheduled to begin install in May 99. The FY 99 installs are part of a combined modification effort which is scheduled in conjunction with depot maintenance. This effort begins in FY 99 and ends in FY 00, and influences the installation quantity in the affected fiscal years. One of FY01 installs starts Oct 00. Must be on contract for a/c induction. Schedule critical. This mod is baselined with Mod #3149F, 3149T (TCAS), 3150 and 4374.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	0.2	1	0.2	1	0.2	1	0.2		
KITS NONRECUR				2.2								
EQUIPMENT			[1]	0.8	[1]	0.8	[1]	0.8	[1]	0.8		
EQUIP NONREC												
CHANGE ORDERS												
DATA										1.2		
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-98 1 KITS			[1]	0.3								
FY-99 1 KITS					[1]	0.3						
FY-00 1 KITS							[1]	0.3				
FY-01 1 KITS									[1]	0.3		
TOTAL INSTALL			1	0.3	1	0.3	1	0.3	1	0.3		
TOTAL COST (BP-1100)			1	3.5	1	1.3	1	1.3	1	2.5		

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 11 Months

Follow-On Lead Time: 8 Months

Fact Sheet: E-4 MN-TAWS TERRAIN AWARENESS & WARNING SYS (TAWS) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									4	0.8
KITS NONRECUR										2.2
EQUIPMENT									[4]	3.0
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.2
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-98 1 KITS									[1]	0.3
FY-99 1 KITS									[1]	0.3
FY-00 1 KITS									[1]	0.3
FY-01 1 KITS									[1]	0.3
TOTAL INSTALL									4	1.4
TOTAL COST (BP-1100)									4	8.6

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00	FY-01	FY-02
Contract Date (Month/CY)	06/98	05/99	02/00	10/00	
Delivery Date (Month/CY)	05/99	01/00	10/00	06/01	

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							1			1			1		1					
Output									1			1			1		1			

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: E-8B				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$0.000	$44.054	$28.558	$15.536	$16.618	$17.196	$39.812	$64.788

This line item funds modifications to the E-8 aircraft. The E-8 is a modified Boeing 707-300 airframe called Joint Surveillance and Target Attack Radar System (JSTARS). The JSTARS was developed for ground surveillance, targeting and battle management. The overall goal of the modifications budgeted in FY00 are to upgrade the mission systems due to diminishing manufacturing sources. The specific modifications are budgeted and programmed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	38200	VANGUARD R&M						1.7	9.5	12.1		23.2
	38201	CRP (COMPUTER REPL		42.4	28.6	12.3	6.1					89.4
	38202	SATCOM (SATELLITE CO				3.2	10.5	12.2	3.0			28.9
	9709	GLOBAL AIR TRAFFIC M						3.3	27.4	52.7		83.4
	Z88888	REPROGRAMMINGS		1.6								1.6
TOTAL FOR CLASS P			0.0	44.1	28.6	15.5	16.6	17.2	39.8	64.8	0.0	226.6
TOTAL FOR AIRCRAFT E-8B			0.0	44.1	28.6	15.5	16.6	17.2	39.8	64.8	0.0	226.6

Totals may not add due to rounding.

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FY 2000 PBR
Modification Title and No: CRP (COMPUTER REPLACEMENT PROGRAM) MN-38201

CLC: E-8B Class P

Models of Aircraft Affected: E-8C

Center: ESC

PE 0207581F Team INFO

Description/Justification

Mod rqrd due to actual/potential Diminishing Manufacturing Sources/parts obsolescence. This mod will replace the current Militarized General Purpose Computers, Operator Work Stations, Programmable Signal Processors, and Radar Control Units/Pulse Compression Units with COTS equivalents. Mod number changed from _HEUTU to 38201.

Notes:
1. The mod will retrofit Joint STARS aircraft P1-P10 (5 aircraft currently unfunded). Aircraft P11-P14 will be delivered with CRP installed during production.
2. The retrofit of 5 operational Joint STARS aircraft will be accomplished via 1 contract action with priced options.
3. Funding of PMP procurement and installation in the same FY allows for contracting of a fully modified and integrated aircraft system. This reduces risk to the Gov't by making the contractor responsible for total system integration and performance (PMP acquisition and/or fabrication, installation, and test in the aircraft).
4. FY02 buys additional militarily-useable CRP end items ($6.118M worth of computers, etc.) for CRP impacts to the Mission Simulators/Trainers.

Aircraft Breakdown: Active 5, Reserve 0, ANG 0

Development Status

The contract for the Engineering and Manufacturing Development (EMD) effort was awarded May 1997. RDT&E funds development of software required to integrate the new COTS Prime Mission Equipment (PME) into the Joint STARS configuration baseline. The final hardware configuration/selection has been confirmed (Final Design TIM - August 1998) and the risk associated with long-lead hardware procurement (for retrofit) concurrent with EMD completion activities is minimized.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		43.8		55.6		22.7		11.2				
PROCUREMENT (3010)												
INSTALL KITS					3	2.6	2	1.7		0.8		
KITS NONRECUR												
EQUIPMENT					[3]	24.0	[2]	16.2		6.9		
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.8		0.5		0.2		
SIM/TRAINER												6.1
SUPPORT-EQUIP						0.9		0.6		0.3		
INTEGRATION						2.8		1.8		0.8		
CONTRACT SUPPORT						1.6		1.1		0.5		
MISC												
INSTALLATION OF HARDWARE												
FY-99 3 KITS					[3]	9.7						
FY-00 2 KITS							[2]	6.6				
FY-01 0 KITS										2.9		
TOTAL INSTALL					3	9.7	2	6.6		2.9		
TOTAL COST (BP-1100)					3	42.4	2	28.6		12.3		6.1

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 22 Months

Follow-On Lead Time: 22 Months

Fact Sheet: E-8B MN-38201 CRP (COMPUTER REPLACEMENT PROGRAM) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										133.3
PROCUREMENT (3010)										
INSTALL KITS									5	5.2
KITS NONRECUR										
EQUIPMENT									[5]	47.1
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.5
SIM/TRAINER										6.1
SUPPORT-EQUIP										1.8
INTEGRATION										5.4
CONTRACT SUPPORT										3.2
MISC										
INSTALLATION OF HARDWARE										
FY-99 3 KITS									[3]	9.7
FY-00 2 KITS									[2]	6.6
FY-01 0 KITS										2.9
TOTAL INSTALL									5	19.2
TOTAL COST (BP-1100)									5	89.4

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03
Contract Date (Month/CY)			09/99	09/00			
Delivery Date (Month/CY)			07/01	07/02			

Installation Schedule

	FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																			1		1	1			1	1		
Output																					1	1	1		1	1		

FY 2000 PBR

Modification Title and No: SATCOM (SATELLITE COMMUNICATIONS) MN-38202 CLC: E-8B Class P

Models of Aircraft Affected: E-8C Center: ESC PE 0207581F Team INFO

Description/Justification

Modification required to retrofit operational Joint STARS aircraft with new basic Satellite Communications (SATCOM) capability. This modification provides for data transmit and receive and Demand Assigned Multiple Access (DAMA) in order to satifsy the User's (ACC) operational requirements. Modification allows the E-8C to transmit and receive UHF SATCOM voice and transmit digital data such as Synthetic Aperature Radar (SAR) and Moving Target Indicator (MTI)/Fixed Target Indicator (FTI) messages to beyond line-of-sight locations, such as Ground Station Modules (GSMs). Mod number changed from _WHZZH to 38202.

Note:
1. FY03&04 Miscellaneous Funds (MISC) now includes $2.600M and $0.100M for Program Office Support, respectively.
2. Aircraft P14 will be delivered with SATCOM installed during production.

Aircraft Breakdown: Active 13, Reserve 0, ANG 0

Development Status

This modification will be incorporated into thirteen (13) operational Joint STARS aircraft and will be accomplished via four (4) separate contract actions. The below projected RDT&E financial plan supports an anticipated contract award for the Engineeing and Manufacturing Development (EMD) effort during the second quarter of FY99. RDT&E funds development of software required to integrate the SATCOM Prime Mission Equipment (PME) into the Joint STARS configuration baseline. The final hardware configuration/selection will be confirmed during the middle of the EMD effort and the risk associated with long-lead hardware procurement (for retrofit) concurrent with EMD completion activities will be minimized.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						10.8		13.8		14.6		9.3
PROCUREMENT (3010)												
INSTALL KITS									2	1.3	6	3.7
KITS NONRECUR												
EQUIPMENT									[2]	1.2	[6]	3.7
EQUIP NONREC												
CHANGE ORDERS										0.1		0.4
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC										0.6		1.8
INSTALLATION OF HARDWARE												
FY-01 2 KITS											[2]	0.9
FY-02 6 KITS												
FY-03 5 KITS												
TOTAL INSTALL											2	0.9
TOTAL COST (BP-1100)									2	3.2	6	10.5

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

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

Fact Sheet: E-8B MN-38202 SATCOM (SATELLITE COMMUNICATIONS) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										48.4
PROCUREMENT (3010)										
INSTALL KITS	5	2.8							13	7.8
KITS NONRECUR										
EQUIPMENT	[5]	2.9							[13]	7.8
EQUIP NONREC										
CHANGE ORDERS		0.4		0.1						1.0
DATA		0.1								0.1
SIM/TRAINER										
SUPPORT-EQUIP										
MISC		3.9		0.7						7.0
INSTALLATION OF HARDWARE										
FY-01 2 KITS									[2]	0.9
FY-02 6 KITS	[6]	2.2							[6]	2.2
FY-03 5 KITS			[5]	2.2					[5]	2.2
TOTAL INSTALL	6	2.2	5	2.2					13	5.3
TOTAL COST (BP-1100)	5	12.2		3.0					13	28.9

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-99				FY-00				FY-01				FY-02				FY-03				FY-04			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input														2				3	3			2	3	
Output															2				3	3			2	3

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: H-1				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$0.827	$1.906	$0.254	$6.824	$0.494	$0.488	$0.643	$0.657

This line item funds modifications to the UH-1N aircraft. The two engine UH-1N is a light-lift, utility helicopter primarily used for missile site and range support and distinguished visitor airlift support. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO	0.0	0.1	0.3	0.0	0.3	0.2				1.0
TOTAL FOR CLASS P-S			0.0	0.1	0.3	0.0	0.3	0.2	0.0	0.0	0.0	1.0
P	3149T	TRAFFIC ALERT & COLLI				6.2	0.2	0.3	0.5			7.2
	3150	NAVSTAR GLOBAL POSI	0.0	0.2								4.0
	8432	INTEGRATED DATA ACQ		1.0								9.6
	99999X	LOW COST MODIFICATI		0.5		0.6			0.1	0.7		2.0
	ODDS	OIL DEBRIS DETECTION	0.8									0.8
	Z88888	REPROGRAMMINGS		0.1								0.1
TOTAL FOR CLASS P			0.8	1.8	0.0	6.8	0.2	0.3	0.6	0.7	0.0	23.7
TOTAL FOR AIRCRAFT H-1			0.8	1.9	0.3	6.8	0.5	0.5	0.6	0.7	0.0	24.7

Totals may not add due to rounding.

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FY 2000 PBR

Modification Title and No: TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM MN-3149T

CLC: H-1 Class P

Models of Aircraft Affected: UH-1N

Center: WR-ALC

PE 0101235F Team SPACE

Description/Justification

Airborne System that enables detection and avoidance of other aircraft on intercepting flight paths. Operated with and in conjunction with on board IFF systems

Aircraft Breakdown: Active 19, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									18	1.1		
KITS NONRECUR									1	0.9		
EQUIPMENT									[18]	0.9		
EQUIP NONREC									[1]	2.0		
CHANGE ORDERS										0.2		
DATA										0.8		
SIM/TRAINER										0.3		
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-01 19 KITS											[4]	0.2
TOTAL INSTALL											4	0.2
TOTAL COST (BP-1100)									19	6.2		0.2

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

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

Fact Sheet: H-1 MN-3149T TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM

(Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									18	1.1
KITS NONRECUR									1	0.9
EQUIPMENT									[18]	0.9
EQUIP NONREC									[1]	2.0
CHANGE ORDERS										0.2
DATA										0.8
SIM/TRAINER										0.3
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-01 19 KITS	[5]	0.3	[9]	0.5					[18]	1.1
TOTAL INSTALL	5	0.3	9	0.5					18	1.1
TOTAL COST (BP-1100)		0.3		0.5					19	7.2

(Totals may not add due to rounding)

Milestones

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

Installation Schedule

	FY-01				FY-02				FY-03				FY-04				FY-05			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							2	2	1	1	1	2	2	2	2	3				
Output								2	2	1	1	1	2	2	2	2	3			

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: H-60				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$11.237	$17.139	$15.565	$20.048	$27.733	$28.040	$67.086	$49.441

This line item funds modifications to the HH-60 helicopter. The HH-60 is a twin engine, aerial refuelable helicopter capable of performing combat search and rescue missions day or night. The overall goal of the modifications budgeted in FY00 is to install the -701 engine in the HH-60 and provide enhanced communications capability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	8254	ALTITUDE HOLD AND H	1.1									7.8
	8258	AN/AAQ-16B FLIR							28.4	9.2		53.0
	8560	SERVICE LIFE EXTENSI							8.1	7.2	70.4	85.7
	99999X	LOW COST MODIFICATI							0.3	0.4		1.3
	ARR	701C ENGINE AND GEAR	8.2	11.8	1.4							21.5
	T8130	HH-60G RETROFIT	0.3									17.1
	T8415	UPGRADE COMMUNICA	1.6	4.7	14.2	20.0	27.7	28.0	30.4	32.7	24.3	183.7
	Z88888	REPROGRAMMINGS		0.6								0.6
TOTAL FOR CLASS P			11.2	17.1	15.6	20.0	27.7	28.0	67.1	49.4	94.7	370.6
TOTAL FOR AIRCRAFT MH-60			11.2	17.1	15.6	20.0	27.7	28.0	67.1	49.4	94.7	370.6

Totals may not add due to rounding.

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FY 2000 PBR

Modification Title and No: 701C ENGINE AND GEARBOX UPGRADE MN-ARR

CLC: MH-60 Class P

Models of Aircraft Affected: HH-60G/MH-60G

Center: WR-ALC

PE 0503114F Team AIR

Description/Justification

Replaces the UH-60L gearbox with an improved durability gearbox with roto-brake. Also replaces the -700 engine with the -701C engine and installs improved flight controls (ECP451). Funds for this modification are in PE 53114F (Title Aerospace Rescue and Recovery ANG) and PE27224F (Combat Rescue and Recovery).

Aircraft Breakdown: Active 0, Reserve 0, ANG 13

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			6	0.1	7	0.1						
KITS NONRECUR				0.7								
EQUIPMENT			[6]	1.6	[7]	3.3						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								0.1				
ENGINE			[10]	5.9	[12]	7.0						
OGC						0.7		0.2				
INSTALLATION OF HARDWARE												
FY-98 6 KITS					[6]	0.7						
FY-99 7 KITS							[7]	1.1				
TOTAL INSTALL					6	0.7	7	1.1				
TOTAL COST (BP-1100)			6	8.2	7	11.8		1.4				

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Fact Sheet: MH-60 MN-ARR 701C ENGINE AND GEARBOX UPGRADE

Projected Financial Plan (Continued) (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									13	0.2
KITS NONRECUR										0.7
EQUIPMENT									[13]	4.9
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.1
ENGINE									[22]	12.9
OGC										0.9
INSTALLATION OF HARDWARE										
FY-98 6 KITS									[6]	0.7
FY-99 7 KITS									[7]	1.1
TOTAL INSTALL									13	1.8
TOTAL COST (BP-1100)									13	21.5

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00	FY-01
Contract Date (Month/CY)	09/98	12/98		
Delivery Date (Month/CY)	09/99	12/99		

Installation Schedule

	FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								6	2	2	2	1				
Output									6	2	2	2	1			

FY 2000 PBR

Modification Title and No: UPGRADE COMMUNICATIONS AND NAVIGATION/INTEGRATED E MN-T8415

CLC: MH-60 Class P

Models of Aircraft Affected: HH-60G

Center: WR-ALC

PE 0207224F Team AIR

Description/Justification

This mod will provide the satellite communications capability required for integration into the modern battlefield command, control and communications network. The cockpit integration portion of the mod corrects human factor deficiencies inherent in the original HH-60G GPS navigation upgrade modification. Required NVG compatible lighting will be provided by the elimination of unlighted comm/nav equipment contol heads. Modifies the HH60G with upgraded communications and navigation (UNC) system including SATCOM and DAMA, new radios, cockpit integration and inertial navigation to GPS integration. Night Vision goggles (NVG) are corrected resulting in a complete NVG compatibility. This modification adds the integrated electronic warfare (IEW) suite to improve weapon system survivability by providing automated threat response with enhanced chaff and flare dispensers. IEW adds a missile warning system and enhanced radar warning receiver. New external mounting of existing guns solves current gun/cabin problems, improves center of gravity and improves combat survivability.

Aircraft Breakdown: Active 50, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1				3	3.9	7	10.0	9	12.9
KITS NONRECUR				0.8								
EQUIPMENT			[1]	0.2			[3]	3.0	[7]	6.1	[9]	9.5
EQUIP NONREC						1.7		0.6				
CHANGE ORDERS								0.5				
DATA				0.1				5.1		1.3		1.1
SIM/TRAINER								0.2		0.5		0.4
SUPPORT-EQUIP												
ICS				0.1		0.2		0.6		1.1		1.1
OGC				0.4		2.8		0.2				
FLIGHT TEST												
INSTALLATION OF HARDWARE												
FY-98 1 KITS							[1]					
FY-00 3 KITS									[3]	1.1		
FY-01 7 KITS											[7]	2.7
FY-02 9 KITS												
FY-03 8 KITS												
FY-04 9 KITS												
FY-05 9 KITS												
FY-06 4 KITS												
TOTAL INSTALL							1		3	1.1	7	2.7
TOTAL COST (BP-1100)			1	1.6		4.7	3	14.2	7	20.0	9	27.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Projected Financial Plan (Continued) (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS	8	11.9	9	13.2	9	13.9	4	6.3	50	72.1
KITS NONRECUR										0.8
EQUIPMENT	[8]	9.8	[9]	11.5	[9]	11.5	[4]	5.2	[50]	56.9
EQUIP NONREC										
CHANGE ORDERS		1.3		1.3		1.8		4.8		11.5
DATA										0.5
SIM/TRAINER										7.6
SUPPORT-EQUIP		0.3				0.5		0.2		2.2
ICS										
OGC		1.1		0.9		1.2		2.1		8.5
FLIGHT TEST										3.4
INSTALLATION OF HARDWARE										
FY-98 1 KITS									[1]	
FY-00 3 KITS									[3]	1.1
FY-01 7 KITS									[7]	2.7
FY-02 9 KITS	[9]	3.6							[9]	3.6
FY-03 8 KITS			[8]	3.5					[8]	3.5
FY-04 9 KITS					[9]	3.7			[9]	3.7
FY-05 9 KITS							[9]	3.8	[9]	3.8
FY-06 4 KITS							[4]	1.7	[4]	1.7
TOTAL INSTALL	9	3.6	8	3.5	9	3.7	13	5.5	50	20.1
TOTAL COST (BP-1100)	8	28.0	9	30.4	9	32.7	4	24.3	50	183.7

(Totals may not add due to rounding)

Milestones

	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07
Contract Date (Month/CY)	09/98	03/99	12/99	12/00	12/01	12/02	12/03	12/04	12/05	
Delivery Date (Month/CY)	09/00	03/00	12/00	12/01	12/02	12/03	12/04	12/05	12/06	

Installation Schedule

	FY-98				FY-99				FY-00				FY-01				FY-02				FY-03				FY-04				FY-05			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												1			1	2	1	2	2	2	2	2	2	3	2	2	2	2	2	2	2	3
Output													1			1	2	1	2	2	2	2	2	2	3	2	2	2	2	2	2	2	2

	FY-06				FY-07			
Quarters	1	2	3	4	1	2	3	4
Input	3	2	2	2	2	2		
Output	3	3	2	2	2	2	2	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: PRDT				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$0.000	$3.459	$0.000	$0.000	$0.000	$0.000	$0.000	

Predator is an autonomous, long-dwell, unmanned reconnaissance system capable of operating over the horizon while providing real-time intelligence information to the Joint Task Force Commander. The air vehicle carries electro-optical (EO), Infra-Red (IR), and synthetic aperture radar (SAR) sensors, and is capable of transmitting near real time full motion video to the task force commander and throughout the operational theater. There are not any modifications funded in FY00.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	PRDT01	PREDATOR MODS		3.3								3.3
	Z88888	REPROGRAMMINGS		0.1								0.1
TOTAL FOR CLASS P			0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5
TOTAL FOR AIRCRAFT PRDT			0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5

Totals may not add due to rounding.

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FY 2000 PBR
Modification Title and No: PREDATOR MODS MN-PRDT01

CLC: PRDT Class P

Models of Aircraft Affected: RQ-1A PREDATOR UAV

Center: ASC

PE 0305205F Team AIR

Description/Justification

Predator is an autonomous, long-dwell, unmanned reconnaissance system capable of operating over the horizon while providing real-time intelligence information to the Joint Task Force Commander. The air vehicle carries electro-optical (EO), Infra-Red (IR), and synthetic aperture radar (SAR) sensors, and is capable of transmitting near real time full motion video to the task force commander and throughout the operational theater. To improve all-weather capability, in FY97 Congress provided funding (BP-10) for Unmanned Aerial Vehicle (UAV) Automatic Recovery Systems (UCARS) for 7 Predator systems (Group B); this modification purchases the remaining 5.

NOTE: This is a Congressionally directed program. Integration and test are funded in FY98 and FY99. Air Force is pursuing funding for installation of UCARS (Group A) on all 12 Predator systems.

Aircraft Breakdown: Active 5, Reserve 0, ANG 0

Development Status

Development and test contract awarded 15 Aug 98 and will complete in FY99.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				1.5		1.5						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					5	3.3						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-99 5 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)					5	3.3						

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 8 Months Follow-On Lead Time: 18 Months

Fact Sheet: PRDT MN-PRDT01 PREDATOR MODS (Continued)

Projected Financial Plan (Continued)

	FY-03 QTY	FY-03 COST	FY-04 QTY	FY-04 COST	FY-05 QTY	FY-05 COST	TO COMP QTY	TO COMP COST	TOTAL QTY	TOTAL COST
RDT&E (3600)										3.0
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									5	3.3
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-99 5 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)									5	3.3

(Totals may not add due to rounding)

Milestones

	FY-97	FY-98	FY-99
Contract Date (Month/CY)			05/99
Delivery Date (Month/CY)			01/00

Installation Schedule

	FY-97				FY-98				FY-99			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input												
Output												

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: Other				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$34.162	$17.246	$20.204	$12.148	$96.718	$128.350	$143.539	$172.254

This line item funds modifications that apply to multiple weapon systems and weapon systems funded at less than $2 million per year. The overall goal of the modifications budgeted in FY00 is to enhance capability and improve reliability and maintainability. The Common Missile Warning System will provide timely warning of threat missile attack. The UHF SATCOM/ANDVT/DAMA upgrade mod will provide modernized SATCOM terminals as mandated by the JCS. The specific modifications budgeted and programmed are shown below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO				0.0	0.2	0.2	0.2	0.3		0.9
TOTAL FOR CLASS P-S			0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.0	0.9
P	13614B	ALE-40 DEFICIENCIES	1.0									49.8
	14212B	SUPPORT EQUIPMENT				0.0	0.1	0.1	0.1			9.0
	18615B	AN/ALR-69 SYS IMPROV	0.4									43.2
	3150E9	NAVSTAR GPS (E-9)		0.1								0.2
	3429	A/B SINCGARS AJ COMM	0.5									49.8
	99999J	MISCELLANEOUS LOW	0.1		0.1	2.2	1.3	0.1				6.4
	99999V	MISCELLANEOUS LOW	0.1	0.0	0.0							1.0
	99999X	LOW COST MODIFICATI	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0		4.3
	CMWS	COMMON MISSILE WAR				0.8	56.5	83.1	94.4	99.2	223.0	556.9
	E900	E-9A TELEMETRY SYST							5.9	5.4		11.4
	F16HTS	HARM TARGETING SYST	11.9	5.7								19.7
	GANSPO	GLOBAL ACCESS, NAVI	1.8									1.8
	T8137	UHF SATCOM/ANDVT/DA	14.8	9.8	19.5	9.1	38.7	44.9	43.0	33.0	6.2	251.4
	T8138	AIRBORNE EHF								34.3	238.7	273.1
	T8174	HF MODERNIZATION	2.4	1.0	0.6							21.2

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: Other				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$34.162	$17.246	$20.204	$12.148	$96.718	$128.350	$143.539	$172.254

This line item funds modifications that apply to multiple weapon systems and weapon systems funded at less than $2 million per year. The overall goal of the modifications budgeted in FY00 is to enhance capability and improve reliability and maintainability. The Common Missile Warning System will provide timely warning of threat missile attack. The UHF SATCOM/ANDVT/DAMA upgrade mod will provide modernized SATCOM terminals as mandated by the JCS. The specific modifications budgeted and programmed are shown below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
	Z88888	REPROGRAMMINGS		0.6								0.8
TOTAL FOR CLASS P			34.2	17.2	20.2	12.1	96.5	128.1	143.3	172.0	467.9	1,299.9
TOTAL FOR AIRCRAFT OTHER			34.2	17.2	20.2	12.1	96.7	128.3	143.5	172.3	467.9	1,300.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 61	PAGE NO. 2	

FY 2000 PBR

Modification Title and No: MISCELLANEOUS LOW COSTS MODS (OTHER) MN-99999J

CLC: OTHER Class P

Models of Aircraft Affected: E-9

Center: OC-ALC

PE 0208015F Team RDT&E

Description/Justification

These are low cost (less than $900K) modifications necessary for reliability, maintainability, and/or improved system performance, or reduce logistics costs. Funds shown for FY91 are for E-9 range support modification costs. Funds in FY92 and support E-9 service bulletins. FY01 and FY02 funding is PE27423F Advanced Comm Sys under Program Combat Developments.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		2.7		0.1				0.1		0.1		0.1
MISC										2.1		1.2
TOTAL COST (BP-1100)				0.1				0.1		2.2		1.3

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Fact Sheet: OTHER MN-99999J MISCELLANEOUS LOW COSTS MODS (OTHER) (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT		0.1								3.2
MISC										3.2
TOTAL COST (BP-1100)		0.1								6.4

(Totals may not add due to rounding)

Milestones

	FY-92
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR
Modification Title and No: HARM TARGETING SYSTEM MN-F16HTS

CLC: OTHER Class P

Models of Aircraft Affected: MULTI (F-16)

Center: ASC

PE 0207136F Team AIR

Description/Justification

The ASQ-213 Pod, a High Speed Anti-Radiation Missile (HARM) Targeting System, senses enemy radar emissions and provides missile targeting information for the F-16 Block 50. The F-16 HTS provides the only USAF HARM suppression capability since the retirement of the F-4G Wild Weasel in FY96. The AF completed procurement of 112 HTS pods in FY94 of which 110 remain in use and two were expended in testing. An additional 22 R5 pods were purchased in FY96 (BP19) for a total of 132 pods. Contract was awarded Mar 98 for R6 upgrade kits. FY98/99 (BP11) funding provided for contractor installation of kits to upgrade HTS fleet (132 pods) to the R6 configuration. HTS R6 upgrade is linked to the F-16 operational flight program (OFP) 50T5 upgrade.

Aircraft Breakdown: Active 132, Reserve 0, ANG 0

Development Status

HTS is operational on the F-16. A P3I development contract for R6 upgrade was awarded in FY96 to improve pod performance and assess life extension modifications. FY98/99 funding completes R6 upgrade development and continues HTS Test and Evaluation. FY00 and future RDT&E funding initiates a HTS R7 upgrade which is needed to counter new threats, add precision targeting capability, reduce support cost and extend service life.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		17.8		11.7		2.4		5.4		1.5		1.5
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		1.2	132	7.3								
EQUIP NONREC				0.5								
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.6		0.8		1.1						
ICS		0.3										
INSTALLATION OF HARDWARE												
FY-98 132 KITS			[45]	3.3	[87]	4.6						
TOTAL INSTALL			45	3.3	87	4.6						
TOTAL COST (BP-1100)			132	11.9		5.7						

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

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

Fact Sheet: OTHER MN-F16HTS HARM TARGETING SYSTEM (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.5		1.5		1.5				44.6
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									132	8.5
EQUIP NONREC										0.5
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										2.5
ICS										0.3
INSTALLATION OF HARDWARE										
FY-98 132 KITS									[132]	7.9
TOTAL INSTALL									132	7.9
TOTAL COST (BP-1100)									132	19.7

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)			03/98		
Delivery Date (Month/CY)			06/99		

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input															45	45	42			
Output															28	45	46	13		

FY 2000 PBR
Modification Title and No: UHF SATCOM/ANDVT/DAMA UPGRADE MN-T8137

CLC: OTHER Class P

Models of Aircraft Affected: MULTI

Center: ESC

PE 0303601F Team SPACE

Description/Justification

Provides AFSOC, AMC and ACC with UHF upgrades. FY96-99 provides acquisition and installation of modernized UHF SATCOM terminals containing Demand Assigned Multiple Access (DAMA)/Advanced Narrowband Digital Voice Terminal (ANDVT), as mandated by the JCS for MILSATCOM access after 1 Oct 96 for entire AFSOC airborne fleet. AFSOC platforms include: AC-130H, AC-130U, MC-130H, MC-130E, EC-130E, MH-53J, MH-60G, MC-130P and contingencies. FY97 includes processor upgrades for installed terminals. FY98-03 provides acquisition and installation of state-of-the-art Airborne Integrated Terminal with embedded DAMA and ANDVT for AMC and ACC. Platforms include SOF aircraft, tankers, C4I aircraft, RC-135s and bombers. Kits NRE appears in each fiscal year (FY96-03) due to start up of different platform types in each year. Data is required for each different platform type. FY96-99 is contractor installation for the following AFSOC platforms: AC-130H, MH-53J, MC-130P & MC-130E. Installation for remaining platforms in FY96-99 are self-funded. Platforms in FY00-03 require contractor depot installation. The difference of 203 from those installed to those procured represents 49 portable terminals and 154 terminals which are user installs. B-2 program will receive B-Kits as GFE from MILSATCOM Terminals program. Funding for the B-2 B-kits are reflected in FY00-$.380; FY01-$1.48; and FY02-$2.80. Installs are funded by the B-2 program in FY03.

Aircraft Breakdown: Active 625, Reserve 0, ANG 0

Development Status

A-kits on install kit line and is one per B-kit bought in same year. Sim trainer quantities:3 in FY99, 3 in FY00 and 4 in FY02.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		3.6		1.0		0.1		2.1		0.2		10.2
KITS NONRECUR		6.0		3.0		3.8		11.3		4.3		13.9
EQUIPMENT	170	16.3	36	7.8	11	3.0	37	3.8	14	1.3	148	11.8
EQUIP NONREC		0.3		0.8								
CHANGE ORDERS		0.8										
DATA		4.2		0.3								1.5
SIM/TRAINER					[3]	0.9	[3]	0.3			[4]	0.3
SUPPORT-EQUIP		0.3										
OGC		0.8		0.9		0.9		0.9		1.0		1.0
INSTALLATION OF HARDWARE												
FY-96 77 KITS												
FY-97 93 KITS			[55]	1.0	[21]	0.6						
FY-98 36 KITS					[14]	0.4	[22]	0.7				
FY-99 11 KITS							[9]	0.3				
FY-00 37 KITS									[32]	2.4		
FY-01 14 KITS											[2]	0.1
FY-02 148 KITS												
FY-03 116 KITS												
FY-04 64 KITS												
FY-05 78 KITS												
TOTAL INSTALL			55	1.0	35	1.1	31	1.0	32	2.4	2	0.1
TOTAL COST (BP-1100)	170	32.4	36	14.8	11	9.8	37	19.5	14	9.1	148	38.7

(Totals may not add due to rounding)

Fact Sheet: OTHER MN-T8137 UHF SATCOM/ANDVT/DAMA UPGRADE (Continued)

Method of Implementation: COMBINATION

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

Fact Sheet: OTHER MN-T8137 UHF SATCOM/ANDVT/DAMA UPGRADE (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS		14.1		14.8		7.8				54.0
KITS NONRECUR		12.6		14.8		14.0				83.6
EQUIPMENT	116	11.2	64	7.3	78	7.8			674	70.3
EQUIP NONREC										1.1
CHANGE ORDERS										0.8
DATA		0.1								6.1
SIM/TRAINER									[10]	1.5
SUPPORT-EQUIP										0.3
OGC		1.0		1.0		1.1				8.6
INSTALLATION OF HARDWARE										
FY-96 77 KITS										
FY-97 93 KITS									[76]	1.6
FY-98 36 KITS									[36]	1.2
FY-99 11 KITS									[9]	0.3
FY-00 37 KITS									[32]	2.4
FY-01 14 KITS									[2]	0.1
FY-02 148 KITS	[104]	5.9							[104]	5.9
FY-03 116 KITS			[92]	4.9					[92]	4.9
FY-04 64 KITS					[42]	2.4			[42]	2.4
FY-05 78 KITS							[78]	6.2	[78]	6.2
TOTAL INSTALL	104	5.9	92	4.9	42	2.4	78	6.2	471	25.0
TOTAL COST (BP-1100)	116	44.9	64	43.0	78	33.0		6.2	674	251.4

(Totals may not add due to rounding)

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Contract Date (Month/CY)			09/96	12/96	12/97	06/99	12/99	12/00	12/01	12/02	12/03	12/04	12/05	12/06	12/07
Delivery Date (Month/CY)			09/97	12/97	12/98	06/00	12/00	12/01	12/02	12/03	12/04	12/05	12/06	12/07	12/08
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	FY-94				FY-95				FY-96				FY-97				FY-98				FY-99				FY-00				FY-01			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	15	15	13	12	9	9	9	8	8	8	8	7	8	8	8	8
Output																		15	15	13	12	9	9	9	8	8	8	8	7	8	8	8

	FY-02				FY-03				FY-04				FY-05				FY-06				FY-07				FY-08			
Quarters	1	2	3	4	1	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				26	26	26	26	23	23	23	23	11	11	10	10	20	20	20	18								
Output	8	2				26	26	26	26	23	23	23	23	11	11	10	10	20	20	20	18							

FY 2000 PBR
Modification Title and No: HF MODERNIZATION MN-T8174

CLC: OTHER Class P

Models of Aircraft Affected: C5,C141,KC10,KC135

Center: WR-ALC

PE 0702207F Team LOG

Description/Justification

Provides simple air to ground coded signaling used internationally by commercial aviation and civil air traffic control stations to selectively alert aircrew that a call is being directed to their aircraft. Reduces aircrew requirement to continuously monitor RF radios, greatly reducing aircrew fatigue. Requires a modified ARC-190 and exclusive call LRU.

Aircraft Breakdown: Active 2914, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR		0.8										
EQUIPMENT	2,046	14.6	444	2.0	224	0.9	200	0.6				
EQUIP NONREC		0.3										
CHANGE ORDERS												
DATA		0.6										
SIM/TRAINER	[1]	0.3										
SUPPORT-EQUIP		0.1		0.2								
OGC		0.3		0.2		0.1						
TOTAL COST (BP-1100)	2,046	17.1	444	2.4	224	1.0	200	0.6				

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Fact Sheet: OTHER MN-T8174 HF MODERNIZATION

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
RDT&E (3600)	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										0.8
EQUIPMENT									2,914	18.2
EQUIP NONREC										0.3
CHANGE ORDERS										
DATA										0.6
SIM/TRAINER									[1]	0.3
SUPPORT-EQUIP										0.3
OGC										0.7
TOTAL COST (BP-1100)									2,914	21.2

(Totals may not add due to rounding)

Milestones

	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
Contract Date (Month/CY)	12/94	12/95	12/96	12/97	12/98	12/99	12/00
Delivery Date (Month/CY)	12/95	12/96	12/97	12/98	12/99	12/00	12/01

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE February 1999
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: Classified				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$7.232	$7.496	$9.390	$17.154	$23.691	$32.326	$18.078	$8.528

This line item funds classified modifications to classified projects. The overall goal of the modifications budgeted in FY00 is classified. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	1001	COMPASS CALL	7.2	7.2	9.4	17.2	23.7	32.3	18.1	8.5		250.6
	Z88888	REPROGRAMMINGS		0.3								0.8
TOTAL FOR CLASS P			7.2	7.5	9.4	17.2	23.7	32.3	18.1	8.5	0.0	251.5
TOTAL FOR AIRCRAFT CLASSI			7.2	7.5	9.4	17.2	23.7	32.3	18.1	8.5	0.0	251.5

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 63	PAGE NO. 1	

FY 2000 PBR
Modification Title and No: COMPASS CALL MN-1001

CLC: CLASSI Class P

Models of Aircraft Affected: MULTIPLE

Center: ASC

PE 0207253F Team INFO

Description/Justification

These funds are required to provide for the modification of aircraft and airborne systems used in classified missions, which because of their sensitive nature require the application of special management and security safeguards. Special justifications are provided through classified intelligence channels.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
CLASSIFIED		126.4		7.2		7.2		7.2		7.2		7.4
TIBS		0.6										
RCVRS								2.2		10.0		16.3
TOTAL COST (BP-1100)		127.0		7.2		7.2		9.4		17.2		23.7

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Fact Sheet: CLASSI MN-1001 COMPASS CALL (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
CLASSIFIED		7.3								169.9
TIBS										0.6
RCVRS		25.0		18.1		8.5				80.1
TOTAL COST (BP-1100)		32.3		18.1		8.5				250.6

(Totals may not add due to rounding)

Milestones

	FY-92
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 1999	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: DARP				
	1998	1999	2000	2001	2002	2003	2004	2005
COST (In Mil)	$144.156	$138.847	$138.436	$138.381	$186.365	$244.513	$82.550	$96.802

This line item funds classified modifications to the Defense Airborne Reconnaissance Program aircraft. The overall goal of the modifications budgeted in FY00 is classified. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	COST TO GO	TOTAL PROG.
P	3009R	REENGINE	27.4	55.2	60.0	59.9	115.2	176.1	6.7	10.2		656.0
	4263	RIVET JOINT	111.0	61.7	60.2	60.7	53.7	50.3	57.2	67.6		587.7
	4265	COMBAT SENT	5.7	7.5	9.1	8.5	8.3	8.9	9.2	9.4		67.6
	4493	U-2 POWER		9.3	9.1	9.2	9.2	9.2	9.5	9.7		65.1
	Z88888	REPROGRAMMINGS		5.2								5.2
TOTAL FOR CLASS P			144.2	138.8	138.4	138.4	186.4	244.5	82.5	96.8	0.0	1,381.7
TOTAL FOR AIRCRAFT DARP			144.2	138.8	138.4	138.4	186.4	244.5	82.5	96.8	0.0	1,381.7

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 55	PAGE NO. 1	

FY 2000 PBR
Modification Title and No: REENGINE MN-3009R

CLC: DARP Class P

Models of Aircraft Affected: RC-135

Center: ASC

PE 0305207F Team INFO

Description/Justification

Modifies RC-135 aircraft with more powerful, fuel efficient F108 (CFM-56) engines, allowing takeoff on shorter runways with higher gross weights. The cleaner, quieter F108 engines meet or exceed all noise and pollution standards. Over 25 other systems/sub-systems, including the landing gear, will extend the life of these aircraft into the 21ST Century. Group B items (equipment) are individual engines, not aircraft.

Aircraft Breakdown: Active 23, Reserve 0, ANG 0

Development Status

Engineering activities underway.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		31.2										
PROCUREMENT (3010)												
INSTALL KITS	6	57.8	1	9.5	2	20.0	2	23.4	2	23.4	4	49.4
KITS NONRECUR		5.7				0.3						
EQUIPMENT	[20]	68.3	[4]	14.0	[8]	28.0	[8]	30.6	[8]	30.5	[16]	65.8
EQUIP NONREC												
CHANGE ORDERS		2.1		0.3		1.9		2.0		2.0		
DATA		2.5		0.2		0.2						
SIM/TRAINER	[1]	1.0			[1]	1.4						
SUPPORT-EQUIP		1.5										
INSTALLATION OF HARDWARE												
FY-96 2 KITS	[2]	4.5										
FY-97 4 KITS	[1]	2.0	[2]	3.4	[1]	1.7						
FY-98 1 KITS					[1]	1.7						
FY-99 2 KITS							[2]	4.0				
FY-00 2 KITS									[2]	4.0		
FY-01 2 KITS												
FY-02 4 KITS												
FY-03 6 KITS												
TOTAL INSTALL	3	6.5	2	3.4	2	3.4	2	4.0	2	4.0		
TOTAL COST (BP-1100)	6	145.4	1	27.4	2	55.2	2	60.0	2	59.9	4	115.2

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Fact Sheet: DARP MN-3009R REENGINE (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										31.2
PROCUREMENT (3010)										
INSTALL KITS	6	72.0							23	255.5
KITS NONRECUR										5.9
EQUIPMENT	[24]	100.1							[88]	337.3
EQUIP NONREC										
CHANGE ORDERS										8.3
DATA										2.8
SIM/TRAINER									[2]	2.4
SUPPORT-EQUIP										1.5
INSTALLATION OF HARDWARE										
FY-96 2 KITS									[2]	4.5
FY-97 4 KITS									[4]	7.1
FY-98 1 KITS									[1]	1.7
FY-99 2 KITS									[2]	4.0
FY-00 2 KITS									[2]	4.0
FY-01 2 KITS	[2]	4.0							[2]	4.0
FY-02 4 KITS			[4]	6.7					[4]	6.7
FY-03 6 KITS					[6]	10.2			[6]	10.2
TOTAL INSTALL	2	4.0	4	6.7	6	10.2			23	42.2
TOTAL COST (BP-1100)	6	176.1		6.7		10.2			23	656.0

(Totals may not add due to rounding)

Milestones

	FY-96	FY-97	FY-98	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04
Contract Date (Month/CY)	09/96	12/96	07/98	07/99	07/00	07/01	07/02	07/03	
Delivery Date (Month/CY)	09/98	12/98	07/00	07/01	07/02	07/03	07/04	07/05	

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												1		2	1	1			1	1	1	1	1	2	2	2	1	1	1	1	1	1
Output															1	2	2				1	2		2		3	1	1	1	2	1	1

	FY-04			
Quarters	1	2	3	4
Input	1			
Output	1	1	1	

FY 2000 PBR
Modification Title and No: RIVET JOINT MN-4263

CLC: DARP Class P

Models of Aircraft Affected: RC-135

Center: ASC

PE 0305207F Team INFO

Description/Justification

Procures and installs various classified modifications on RC-135 aircraft. This mod has multiple contract and delivery dates.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

Classified in nature. Development status can be provided upon request.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		65.3		111.0		61.7		60.2		60.7		53.7
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		65.3		111.0		61.7		60.2		60.7		53.7

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

Fact Sheet: DARP MN-4263 RIVET JOINT (Continued)

Projected Financial Plan (Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS		50.3		57.2		67.6				587.7
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)		50.3		57.2		67.6				587.7

(Totals may not add due to rounding)

Milestones

	FY-97
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR
Modification Title and No: COMBAT SENT MN-4265

CLC: DARP Class P

Models of Aircraft Affected: RC-135U

Center: ASC

PE 0305207F Team INFO

Description/Justification
Classifed modification. (These modifications require multiple contracts with multiple deliveries)

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status
N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		1.0		5.7		7.5		7.9		7.3		8.3
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
IPBD								1.1		1.3		
TOTAL COST (BP-1100)		1.0		5.7		7.5		9.1		8.5		8.3

(Totals may not add due to rounding)

Method of Implementation:

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

Fact Sheet: DARP MN-4265 COMBAT SENT

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS		8.9		9.2		9.4				65.2
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
IPBD										2.4
TOTAL COST (BP-1100)		8.9		9.2		9.4				67.6

(Totals may not add due to rounding)

Milestones

	FY-97
Contract Date (Month/CY)	
Delivery Date (Month/CY)	

FY 2000 PBR
Modification Title and No: U-2 POWER MN-4493

Models of Aircraft Affected: U-2

Center: ASC

CLC: DARP Class P
PE 0305207F Team INFO

Description/Justification

Specific modifcations are classified. The funding will be used to improve aircraft power distribution and performance. These modifications are necessary for the aircraft to maintain its mission effectiveness in conjunction with changing mission requirements.

Aircraft Breakdown: Active 40, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-98		FY-99		FY-00		FY-01		FY-02	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					4	9.3	6	9.1	6	9.2	6	9.2
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)					4	9.3	6	9.1	6	9.2	6	9.2

(Totals may not add due to rounding)

Method of Implementation:

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

Fact Sheet: DARP MN-4493 U-2 POWER

Projected Financial Plan (Continued)

(Continued)

	FY-03		FY-04		FY-05		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	6	9.2	6	9.5	6	9.7			40	65.1
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	6	9.2	6	9.5	6	9.7			40	65.1

(Totals may not add due to rounding)

Milestones

	FY-99
Contract Date (Month/CY)	
Delivery Date (Month/CY)	