

UNITED STATES AIR FORCE

Committee Staff Procurement Backup Book

FY 2002 Amended Budget Submission



June 2001

**AIRCRAFT PROCUREMENT, AIR FORCE
VOLUME II**

OPR: SAF/FMB

UNCLASSIFIED

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P-1M MODIFICATION REPORT - 02 PBR

06/30/2001

| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| B-2 | P | 110007 | BRU-44A/A BOMB RA | 5.4 | 0.6 | | | | | | | | | 6.0 |
| | | 110009 | JASSM | | 5.3 | | | | | | | | | 5.3 |
| | | 110012 | SPARE COMPONENT | 40.0 | 3.1 | | | | | | | | | 43.1 |
| | | 110018 | ACES II | | | | | 0.0 | 0.4 | | | | | 0.5 |
| | | 110019 | DDU SOLID STATE | 3.5 | 2.1 | | | | | | | | | 5.7 |
| | | 110022 | ARROWHEAD PANEL | 6.6 | 0.3 | | | | | | | | | 6.9 |
| | | 110023 | ENHANCED TILES | 3.8 | | | 0.0 | 0.1 | | | | | | 3.9 |
| | | 110025 | MK82 JDAM / SMART | | | | | 14.0 | 21.0 | 10.0 | | | | 45.0 |
| | | 110026 | EHF SATCOM | | | | | | | 37.6 | 37.2 | 18.7 | 20.7 | 114.2 |
| | | 110027 | EGBU-28 TRAINER IN | | | | 3.0 | | | | | | | 3.0 |
| | | 99999U | LOW COST RETROFIT | 2.2 | 0.3 | 0.2 | 0.2 | 0.5 | 0.6 | 1.6 | 0.5 | 0.3 | 0.1 | 6.6 |
| | | 99999X | LOW COST MODIFICA | 3.1 | 1.6 | 0.5 | 0.4 | 0.6 | 1.1 | 1.9 | 1.0 | 1.0 | 0.8 | 12.0 |
| | | DC101 | FM IMMUNITY | | | | 1.2 | | | | | | | 1.2 |
| | | T8137 | UHF SATCOM UPGRA | 6.8 | | 18.7 | 11.3 | 5.5 | | | | | | 42.2 |
| | | Z88888 | REPROGRAMMINGS | -32.2 | 3.9 | 0.9 | | | | | | | | -27.4 |
| TOTAL FOR CLASS P | | | | 39.3 | 17.2 | 24.5 | 11.9 | 20.7 | 23.2 | 51.1 | 38.7 | 20.1 | 21.6 | 268.2 |
| TOTAL FOR AIRCRAFT B-2 | | | | 39.3 | 17.2 | 24.5 | 11.9 | 20.7 | 23.2 | 51.1 | 38.7 | 20.1 | 21.6 | 268.2 |

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|----------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| B-1 | P-S | 10407A | AFT DC POWER UPG | 41.4 | 2.7 | | | | | | | | | 44.1 |
| | | 4333 | FIRE WARNING AND | 8.1 | 1.9 | | | | | | | | | 9.9 |
| TOTAL FOR CLASS P-S | | | | 49.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54.0 |
| B-1 | P | 3150-R | NAVSTAR GPS - COM | 101.7 | 39.1 | 6.1 | | | | | | | | 146.9 |
| | | 4165 | EMERGENCY RESTR | 0.6 | 0.1 | 0.1 | 0.0 | | | | | | | 0.9 |
| | | 4252 | AVIONICS COMPUTE | | 8.2 | 1.2 | 24.2 | 47.6 | 25.8 | 8.3 | 3.3 | | | 118.6 |
| | | 4253 | JDAM/1760 CONVENTI | 43.8 | 10.9 | 4.8 | | | | | | | | 59.6 |
| | | 4273 | JSOW INTEGRATION | | | | | 2.1 | | | | | | 2.1 |
| | | 4274 | JASSM INTEGRATION | | | | 8.7 | | | | | | | 8.7 |
| | | 5013 | RF TOWED DECOY S | 72.1 | 24.3 | 22.4 | 10.0 | 2.8 | 3.0 | | | | | 134.6 |
| | | 5047 | SIMULATOR UPDATE | 26.6 | 5.7 | 4.9 | 5.5 | | | | | | | 42.7 |
| | | 5048 | WIND CORRECTED M | | 4.5 | 0.1 | 0.2 | | 23.5 | | 3.9 | | | 32.1 |
| | | 6039 | F101 DIGITAL ENGINE | | | 5.3 | 8.1 | 8.6 | 5.2 | 0.6 | | | | 27.7 |
| | | 6847 | AN/ALQ-161A BAND 5 | | | | 3.0 | 0.3 | | | | | | 3.3 |
| | | 7242 | AN/ALQ-161A BAND 8 | | | | | | | | 12.3 | 10.9 | 7.3 | 30.5 |
| | | 8421 | LINK 16 | | 12.8 | | | | | | | | | 12.8 |
| | | 8422 | 500 Lb. JDAM INTEGR | | | | | | 12.0 | 52.2 | 28.3 | 8.9 | | 101.5 |
| | | 8495 | AN/ALQ-161A DIRECTI | | | | 4.1 | 0.9 | | | | | | 5.0 |
| | | 8525 | AN/ALQ-161A JAMME | | | | | | 2.2 | 0.5 | | | | 2.7 |
| | | 8970 | AN/ALQ-161A TAIL WA | | | | | | 6.9 | 5.4 | 1.0 | | | 13.3 |
| | | 8972 | INTERMEDIATE AUTO | | | | 17.4 | | | | | | | 17.4 |
| | | 8973 | LOWER RUDDER HYD | | | | 0.9 | | | | | | | 0.9 |
| | | 8974 | THREAT SITUATIONA | | | | 11.4 | | | | | | | 11.4 |

Totals may not add due to rounding. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

P-1M MODIFICATION REPORT - 02 PBR

06/30/2001

| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD</u> <u>NR</u> | <u>MODIFICATION</u> <u>TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST</u> <u>TO GO</u> | <u>TOTAL</u> <u>PROG.</u> |
|-------------------------------|--------------|-------------------------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------------|------------------------------|
| | | 8975 | SMALL DIAMETER BO | | | | | | | | | 23.0 | | 23.0 |
| | | 99999X | LOW COST MODIFICA | 0.7 | 0.7 | 0.2 | 1.9 | 0.3 | 0.1 | 1.9 | 1.9 | 1.9 | | 9.6 |
| | | DC101 | FM IMMUNITY | | | 1.5 | | | | | | | | 1.5 |
| | | Z88888 | REPROGRAMMINGS | 0.4 | 2.6 | 1.7 | | | | | | | | 4.7 |
| TOTAL FOR CLASS P | | | | 245.9 | 109.1 | 48.3 | 95.5 | 62.5 | 64.4 | 30.4 | 75.0 | 64.1 | 16.2 | 811.5 |
| TOTAL FOR AIRCRAFT B-1 | | | | 295.4 | 113.7 | 48.3 | 95.5 | 62.5 | 64.4 | 30.4 | 75.0 | 64.1 | 16.2 | 865.6 |

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06/30/2001

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|--------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| B-52 | P | 3143 | COMMON STRATEGI | | 1.8 | | | | | | | | | 1.8 |
| | | 3150 | NAVSTAR GLOBAL P | 34.8 | 2.4 | | | | | | | | | 37.2 |
| | | 3194 | SITUATION AWAREN | | | | | | 31.3 | 42.8 | 21.6 | 27.2 | 35.8 | 158.7 |
| | | 3263 | INTEGRATED CONV S | 79.4 | 3.3 | | | | | | | | | 82.7 |
| | | 3264 | ELECTRO-OPTICAL VI | 4.8 | 2.3 | 2.7 | | | | | | | | 9.7 |
| | | 3308 | VINSON | 2.5 | | 0.8 | 0.5 | | | | | | | 3.9 |
| | | 4222 | ARC-210 RADIO | 27.5 | 0.1 | 3.2 | 2.4 | | | | | | | 33.2 |
| | | 4260 | ADVANCED WEAPON | 11.2 | 1.0 | 0.9 | 0.3 | | | | | | | 13.4 |
| | | 4270 | ECM IMPROVEMENT | 6.6 | 5.3 | | 0.1 | | | | | | | 11.9 |
| | | 4371 | GPS TACAN | 37.0 | 6.9 | 3.3 | | | | | | | | 47.3 |
| | | 4693 | AVIONICS MIDLIFE IM | | | | | | 14.9 | 15.5 | 1.6 | | | 32.0 |
| | | 9709 | GLOBAL AIR TRAFFIC | | | | | | | | 0.3 | 50.2 | 118.8 | 169.4 |
| | | 99999X | LOW COST MODIFICA | 1.0 | 0.4 | 0.6 | 0.2 | | 0.1 | | | | | 2.2 |
| | | Z88888 | REPROGRAMMINGS | 2.7 | 0.1 | 30.7 | | | | | | | | 33.6 |
| TOTAL FOR CLASS P | | | | 207.5 | 23.5 | 42.1 | 3.5 | 0.0 | 46.3 | 58.3 | 23.5 | 77.4 | 154.6 | 636.8 |
| TOTAL FOR AIRCRAFT B-52 | | | | 207.5 | 23.5 | 42.1 | 3.5 | 0.0 | 46.3 | 58.3 | 23.5 | 77.4 | 154.6 | 636.8 |

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|---------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| F-117 | P | 11331 | STORES MANAGEME | | 4.0 | 5.8 | 6.6 | 6.2 | | | | | | 22.6 |
| | | 11333 | ENHANCED GBU-27 A | 3.9 | 0.6 | | | | | | | | | 4.5 |
| | | 3150 | NAVSTAR GLOBAL P | 44.7 | 0.1 | | | | | | | | | 44.8 |
| | | 31904 | STEEL COMPRESSO | 0.4 | 0.1 | 0.1 | 0.1 | 0.0 | | | | | | 0.6 |
| | | 31927 | OMNIBUS ENGINE M | 2.2 | 0.1 | 1.1 | 0.7 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | | 5.4 |
| | | 31937 | SINGLE CONFIGURAT | 11.5 | 20.5 | 21.0 | 19.6 | 14.5 | 7.8 | | | | | 94.8 |
| | | 31968 | ENGINE ELECTRONIC | 1.2 | 0.5 | 0.3 | | | | | | | | 2.0 |
| | | 31970 | WST HOST COMPUTE | | 4.3 | | | | | | | | | 4.3 |
| | | 31971 | AFMSS HARDWARE U | | 4.2 | | | | | | | | | 4.2 |
| | | 99999S | SERVICE BULLETINS | 13.1 | 1.7 | 1.1 | 0.6 | 0.3 | 0.2 | 0.4 | | | | 17.4 |
| | | 99999X | LOW COST MODIFICA | 10.7 | 0.0 | | 0.1 | 0.1 | 0.1 | 0.1 | 0.6 | 0.6 | | 12.3 |
| | | DC101 | FM IMMUNITY | | | 0.6 | | | | | | | | 0.6 |
| | | Z88888 | REPROGRAMMINGS | 0.0 | 0.0 | 1.7 | | | | | | | | 1.7 |
| TOTAL FOR CLASS P | | | | 87.7 | 36.2 | 31.7 | 27.6 | 21.4 | 8.3 | 0.8 | 0.8 | 0.8 | 0.0 | 215.4 |
| TOTAL FOR AIRCRAFT F-117 | | | | 87.7 | 36.2 | 31.7 | 27.6 | 21.4 | 8.3 | 0.8 | 0.8 | 0.8 | 0.0 | 215.4 |

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|--------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| A-10 | P-S | 99999A | LOW COST SAFETY M | 0.0 | 0.0 | 0.4 | 0.3 | 0.1 | 0.1 | 0.0 | 0.5 | 0.3 | | 1.6 |
| TOTAL FOR CLASS P-S | | | | 0.0 | 0.0 | 0.4 | 0.3 | 0.1 | 0.1 | 0.0 | 0.5 | 0.3 | 0.0 | 1.6 |
| A-10 | P | 18202B | TF-34 AGB LIFE IMPR | | 0.2 | 0.8 | 0.7 | | | | | | | 1.7 |
| | | 3150EG | EGI | 122.9 | 24.8 | 29.9 | 7.8 | 5.4 | | | | | | 190.7 |
| | | 3301A | INTEGRATED FLIGHT | | | 6.8 | 5.4 | 8.1 | 9.7 | 2.2 | | | | 32.2 |
| | | 37120 | DIGITAL DATA LINK | | | | | | 0.3 | 5.6 | 6.2 | 6.0 | 1.8 | 19.9 |
| | | 4262 | DIGITAL TERRAIN SY | | | | | 2.4 | 5.6 | | | | | 8.0 |
| | | 9602 | COUNTERMEASURE | | | 0.6 | 4.0 | 3.5 | 6.1 | 10.6 | 4.6 | | | 29.5 |
| | | 9800 | A-10 REGEN | | | | | | 9.2 | 9.5 | 9.9 | 14.1 | 43.5 | 86.2 |
| | | 9801 | 1760 BUS | | | | | | 1.5 | 25.1 | 37.3 | 38.3 | 14.4 | 116.7 |
| | | 9805 | PRECISION ENGAGE | | | | | | 2.3 | 19.4 | 46.2 | 52.8 | 23.9 | 144.5 |
| | | 99999X | LOW COST MODIFICA | 0.0 | 0.0 | 0.1 | 0.3 | 0.2 | 0.1 | 0.0 | 0.5 | 0.3 | | 1.5 |
| | | DC101 | FM IMMUNITY | | 1.5 | | | | | | | | | 1.5 |
| | | Z88888 | REPROGRAMMINGS | 0.2 | 0.6 | 1.8 | | | | | | | | 2.5 |
| TOTAL FOR CLASS P | | | | 123.1 | 27.1 | 39.9 | 18.3 | 19.6 | 34.8 | 72.4 | 104.7 | 111.5 | 83.6 | 634.9 |
| TOTAL FOR AIRCRAFT A-10 | | | | 123.1 | 27.1 | 40.3 | 18.5 | 19.6 | 34.8 | 72.5 | 105.2 | 111.8 | 83.6 | 636.6 |

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|-----------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| F-15 | P | 10211B | SECONDARY POWER | 1.3 | 3.3 | 2.6 | 1.6 | 0.4 | 2.8 | 1.0 | 0.0 | | | 13.1 |
| | | 13647B | HIGH PRESSURE WA | 52.8 | 1.6 | | | | | | | | | 54.4 |
| | | 16628B | LANDING GEAR WIRI | 14.8 | 0.6 | 0.6 | | | | | | | | 15.9 |
| | | 16628E | LG WIRING/SWITCHE | 1.8 | 2.2 | | | | | | | | | 4.0 |
| | | 19203B | F100-220E ENGINE U | 123.9 | 52.5 | 57.9 | 24.4 | 68.0 | 75.1 | | | | | 401.8 |
| | | 3150E | GPS | 35.6 | 5.2 | 0.7 | | | | | | | | 41.5 |
| | | 6052 | 2ND VANE INNER AIR | 0.9 | 0.2 | | | | | | | | | 1.1 |
| | | 6071 | 4TH DISK BRUSH SEA | 1.5 | 0.5 | | | | | | | | | 1.9 |
| | | 6086 | SUPER CONVECTIVE | 7.9 | 1.5 | | | | | | | | | 9.4 |
| | | 6106 | SECONDARY POWER | | | 1.6 | 1.6 | 1.3 | 0.6 | 0.0 | | | | 5.1 |
| | | 6109 | FIRST BRUSH SEAL | 4.5 | 0.6 | | | | | | | | | 5.1 |
| | | 6141 | EAGLE 229 HPT OD F | 7.2 | 1.3 | 0.0 | | | | | | | | 8.5 |
| | | 6142 | COMBUSTER IMPROV | 0.6 | 0.6 | | | | | | | | | 1.2 |
| | | 6145 | FUEL NOZZLE DAMPI | | 0.4 | 1.4 | 0.8 | | | | | | | 2.6 |
| | | 6146 | IMPROVED DURABILI | | 0.6 | 0.0 | | | | | | | | 0.7 |
| | | 6147 | 2ND STAGE FAN IMP | | | 5.5 | | | | | | | | 5.5 |
| | | 6149 | REOPERATED AUGM | | 0.2 | | | | | | | | | 0.2 |
| | | 6155 | DIGITAL ELECTRONIC | | | 0.1 | | | | | | | | 0.1 |
| | | 6156 | ENHANCED MAINTEN | | 0.1 | 0.1 | | | | | | | | 0.2 |
| | | 8049 | APG-63V(1) RADAR U | 202.5 | 105.2 | 116.6 | 93.8 | 89.3 | 4.1 | 2.5 | | | | 614.0 |
| | | 8237 | DIGITAL MAP SYSTE | 2.9 | 9.9 | 9.4 | 4.8 | | | | | | | 27.1 |
| | | 8250 | FIGHTER DATA LINK | 94.6 | 36.4 | | | | | | | | | 130.9 |
| | | 8265 | PROGRAMMABLE AR | | | 3.6 | 16.9 | 18.5 | 21.3 | 14.9 | 2.0 | 0.8 | | 78.1 |

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|--------------------------------|--------------|-------------------------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------------|------------------------------|
| | | 8314 | AIR DATA PROCESSO | | 4.7 | 5.2 | 5.1 | 4.4 | 5.5 | 4.3 | 1.8 | 0.7 | | 31.7 |
| | | 8352 | JOINT HELMET-MOUN | | | 5.5 | 22.4 | 25.1 | 26.5 | 23.5 | 1.3 | | | 104.4 |
| | | 8357 | ADVANCED DISPLAY | | | | | | 33.0 | 35.5 | 37.0 | 3.0 | | 108.5 |
| | | 8419 | ALQ 135, BAND 1.5 | 25.0 | 33.4 | 31.0 | 39.9 | 42.0 | 57.0 | 55.3 | 55.3 | 50.3 | | 389.2 |
| | | 8420 | FDL LINK 16 | | 23.4 | 35.1 | | | 18.0 | | | | | 76.5 |
| | | 8454 | ACFT WEAPONS CON | | 1.9 | 0.9 | | | | | | | | 2.9 |
| | | 8660 | BOL | | | 26.2 | | | | | | | | 26.2 |
| | | 8661 | AETC MTD UPGRADE | | | | | 1.3 | | | | | | 1.3 |
| | | 8662 | AETC MTD UPGRADE | | | | 0.5 | | | | 2.2 | 1.4 | | 4.1 |
| | | 99999E | MISC ENGINE UPDAT | 0.2 | | 0.2 | 0.0 | | | | | | | 0.4 |
| | | 99999U | LOW COST RETROFIT | 2.8 | 1.1 | 0.3 | 0.2 | 0.0 | 0.5 | 0.7 | 0.1 | 0.0 | | 5.6 |
| | | 99999X | LOW COST MODIFICA | 3.1 | 0.8 | 0.3 | 0.2 | 0.3 | 0.1 | 0.0 | 0.0 | | | 4.9 |
| | | DC101 | FM IMMUNITY | | 5.1 | 0.3 | | | | | | | | 5.5 |
| | | IDECM | COMMON ELECTRIC | | | | | | | | 22.9 | 23.4 | | 46.2 |
| | | Z88888 | REPROGRAMMINGS | 4.7 | 10.9 | 14.0 | | | | | | | | 29.6 |
| TOTAL FOR CLASS P | | | | 588.5 | 304.2 | 319.3 | 212.2 | 250.5 | 244.4 | 137.8 | 122.7 | 79.5 | 0.0 | 2,259.1 |
| TOTAL FOR AIRCRAFT F-15 | | | | 588.5 | 304.2 | 319.3 | 212.2 | 250.5 | 244.4 | 137.8 | 122.7 | 79.5 | 0.0 | 2,259.1 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|----------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| F-16 | P-S | 18503A | WING BEEF-UP | 10.6 | 0.6 | | | | | | | | | 11.3 |
| | | 99999Y | LOW COST ENGINE S | 0.3 | 0.0 | | | | | | | | | 0.3 |
| TOTAL FOR CLASS P-S | | | | 10.9 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 |
| F-16 | P | 173009 | F110 DIGITAL ENGINE | 91.7 | 32.5 | 21.1 | 6.9 | 1.6 | | | | | | 153.9 |
| | | 19229E | FALCON 229 ENGINE | 8.9 | 1.6 | 0.3 | 0.9 | 1.6 | | | | | | 13.3 |
| | | 3090 | ALR-56M RCPUR UPGR | 15.3 | 0.3 | 0.7 | 0.6 | 0.5 | | | | | | 17.4 |
| | | 3150M | NAVSTAR GPS F-16 | 76.7 | 18.7 | 8.0 | 3.6 | | | | | | | 106.9 |
| | | 3450 | ALE-47 | 36.8 | 1.8 | 1.7 | 3.8 | 3.5 | 2.1 | 0.5 | | | | 50.0 |
| | | 4260 | ADVANCED WEAPON | 23.7 | 2.5 | 2.5 | 2.4 | 4.0 | 4.0 | 3.9 | 5.3 | 4.1 | 0.6 | 52.9 |
| | | 4262 | DIGITAL TERRAIN SY | 15.1 | 9.9 | 15.2 | | | | | | | | 40.3 |
| | | 5013 | RF TOWED DECOY S | 94.8 | 18.2 | 6.0 | 5.1 | 21.0 | 6.4 | | | | | 151.5 |
| | | 57U051 | RELOCATE FORWAR | 12.4 | 0.3 | | | | | | | | | 12.7 |
| | | 58006A | WOW SWITCH | 2.9 | 0.1 | 0.0 | | | | | | | | 3.0 |
| | | 58044B | CHAFF/FLARE PROG | 2.3 | 0.0 | | | | | | | | | 2.4 |
| | | 6020 | F110-GE-129 SCREEC | 6.3 | 6.4 | | | | | | | | | 12.7 |
| | | 602030 | BLOCK 30 NIGHT VISI | 15.1 | 9.7 | 6.1 | 3.5 | 0.1 | | | | | | 34.5 |
| | | 602039 | BLOCK 42 CAS IMPR | | 4.5 | 2.9 | 2.6 | | | | | | | 10.1 |
| | | 602040 | BLK 40/50 NIGHT VISI | 20.2 | 17.3 | 14.5 | 9.1 | 0.8 | | | | | | 61.8 |
| | | 602041 | BLOCK 40 CAS IMPR | 9.1 | 13.7 | 3.4 | 2.6 | | | | | | | 28.8 |
| | | 602043 | BLOCK 42 ANG RE-EN | | | 48.3 | | | | | | | | 48.3 |
| | | 602150 | MODULAR MISSION C | 24.7 | 36.8 | 44.1 | 32.7 | 45.4 | 77.9 | 65.3 | 74.1 | 60.4 | 42.0 | 503.5 |
| | | 6022 | PRE BLK 40 STRUCT | 184.2 | 11.8 | 1.9 | | | | | | | | 197.9 |
| | | 602240 | BLOCK 40 STRUCTUR | 72.0 | 4.0 | | | | | | | | | 76.0 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD</u> <u>NR</u> | <u>MODIFICATION</u> <u>TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST</u> <u>TO GO</u> | <u>TOTAL</u> <u>PROG.</u> |
|-----------------|--------------|-------------------------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------------|------------------------------|
| | | 602241 | F-16A STRUCTURE IM | | 1.0 | 2.9 | 2.5 | 2.5 | 1.7 | | | | | 10.6 |
| | | 602250 | BLOCK 50/52 STRUCT | | | 0.7 | 2.3 | 3.4 | 1.0 | | | | | 7.4 |
| | | 6023 | FALCON STAR | | | | | 17.2 | 42.7 | 50.6 | 58.0 | 57.5 | 226.3 | 452.3 |
| | | 603030 | ALQ-213 COUNTERM | 9.6 | 10.5 | 5.2 | 2.3 | | | | | | | 27.5 |
| | | 610250 | COLOR DISPLAYS - C | 16.5 | 24.1 | 28.8 | 20.6 | 29.6 | 48.8 | 42.4 | 47.4 | 39.1 | 26.9 | 324.1 |
| | | 610330 | BLOCK 30 EXPANDED | 9.2 | 4.9 | 4.4 | | | | | | | | 18.5 |
| | | 612150 | BLOCK 50 AIR-TO-AIR | | 15.8 | 29.3 | 35.2 | 16.7 | 1.9 | 1.0 | 0.2 | | | 100.1 |
| | | 6300 | ON BOARD OXYGEN | | 3.0 | 7.4 | | | | | | | | 10.4 |
| | | 6400 | BLOCK 50 IMPROVED | 10.0 | 1.3 | | | | | | | | | 11.3 |
| | | 650050 | JOINT HELMET MOUN | | | 12.0 | 35.7 | 43.1 | 33.3 | 28.4 | 27.1 | 21.8 | 14.6 | 215.9 |
| | | 660050 | BLK 50 HTS PYLONS | | | | | 3.5 | | | | | | 3.5 |
| | | 661650 | LINK 16 - CCIP | | | 25.1 | 52.4 | 65.1 | 62.3 | 52.7 | 48.4 | 43.5 | 16.9 | 366.4 |
| | | 8661 | AETC MTD UPGRADE | | | | 3.3 | 3.3 | 4.4 | | | | | 10.9 |
| | | 8662 | AETC MTD UPGRADE | | | | 2.5 | 5.3 | 1.1 | 12.9 | 11.7 | 15.8 | | 49.3 |
| | | 99999E | MISC ENGINE UPDAT | 4.7 | 0.6 | 2.4 | 0.1 | 0.0 | 0.2 | 0.1 | 0.2 | 0.2 | | 8.3 |
| | | 99999U | LOW COST RETROFIT | 5.3 | | | 0.0 | 0.0 | 0.2 | 0.1 | 0.2 | 0.2 | | 6.0 |
| | | 99999X | LOW COST MODIFICA | 6.9 | | | 0.0 | 0.0 | 0.2 | 0.1 | 0.2 | 0.2 | | 7.6 |
| | | DC101 | FM IMMUNITY | | 4.1 | 0.5 | | | | | | | | 4.6 |
| | | F16TAR | THEATER AIRBORNE | | 6.6 | | | | | | | | | 6.6 |
| | | F18001 | F110-GE-100/129 #4 B | | 0.4 | 0.3 | | | | | | | | 0.8 |
| | | F18002 | F110 MEC | 0.6 | 0.0 | | | | | | | | | 0.6 |
| | | F19401 | -229 HPT OD FLOWPA | 0.4 | 0.6 | 0.3 | 0.3 | 0.4 | | | | | | 1.9 |
| | | F19407 | F110-GE-100 T4B PYR | | 0.6 | 0.5 | 0.7 | 1.3 | 1.2 | 0.7 | | | | 4.9 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD</u> <u>NR</u> | <u>MODIFICATION</u> <u>TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST</u> <u>TO GO</u> | <u>TOTAL</u> <u>PROG.</u> |
|--------------------------------|--------------|-------------------------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------------|------------------------------|
| | | F19410 | F110 DEC HARDWAR | 1.5 | 1.3 | 0.6 | | | | | | | | 3.4 |
| | | F19412 | F110-GE-100/129 EMS | | 7.2 | 0.2 | 0.2 | 4.7 | 3.8 | 0.3 | | | | 16.4 |
| | | F19413 | GE-129 TURBINE FRA | | 0.5 | 1.3 | | | | | | | | 1.8 |
| | | F19450 | PW-229 FUEL NOZZLE | | 0.1 | 0.2 | 0.2 | 0.1 | 0.0 | | | | | 0.7 |
| | | F19451 | PW-229 3rd STAGE FA | | | | | 2.7 | | | | | | 2.7 |
| | | F19452 | PW-229 2nd STAGE F | | 1.0 | 0.6 | | | | | | | | 1.5 |
| | | F19453 | F100 ENHANCED MAI | | 0.0 | 0.1 | | | | | | | | 0.1 |
| | | F19454 | PW-229 IMPROVED D | | 0.2 | | | | | | | | | 0.2 |
| | | F19455 | PW-229 DEEC LOGIC | | | 0.1 | | | | | | | | 0.1 |
| | | Z88888 | REPROGRAMMINGS | 7.1 | 3.5 | 6.4 | | | | | | | | 17.1 |
| TOTAL FOR CLASS P | | | | 784.2 | 277.3 | 306.2 | 232.0 | 277.2 | 293.2 | 258.9 | 272.7 | 242.6 | 327.3 | 3,271.5 |
| TOTAL FOR AIRCRAFT F-16 | | | | 795.2 | 277.9 | 306.2 | 232.0 | 277.2 | 293.2 | 258.9 | 272.7 | 242.6 | 327.3 | 3,283.1 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| F-22 | P | 17605C | AUTO GROUND COLL | | | | | | | | 10.1 | 10.1 | | 20.2 |
| TOTAL FOR CLASS P | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.1 | 10.1 | 0.0 | 20.2 |
| TOTAL FOR AIRCRAFT F-22 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.1 | 10.1 | 0.0 | 20.2 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|----------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| A/T-37 | P-S | 99999A | LOW COST SAFETY M | 0.1 | | 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 | 0.0 | 0.0 | | 0.8 |
| | | Z88888 | REPROGRAMMINGS | 0.1 | 0.0 | 0.0 | | | | | | | | 0.1 |
| TOTAL FOR CLASS P | | | | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 |
| TOTAL FOR AIRCRAFT A/T-37 | | | | 1.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 1.6 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| C-5 | P | 3150 | NAVSTAR GLOBAL P | 93.6 | 1.2 | | | | | | | | | 94.8 |
| | | 3455 | AIRLIFT DEFENSIVE S | 24.8 | 2.1 | 0.4 | | | | | | | | 27.3 |
| | | 6032 | COMPARTMENT FLO | 4.8 | 0.2 | 1.2 | | | | | | | | 6.2 |
| | | 6037 | TF39 ENGINE HIGH P | 100.7 | 35.7 | 31.9 | 9.9 | | | | | | | 178.1 |
| | | 6038 | AVIONICS MODERNIZ | 9.5 | 22.3 | 33.0 | 90.5 | 125.1 | 80.5 | 12.1 | | | | 373.0 |
| | | 6103 | HYDRAULIC SURGE C | | 0.0 | 0.1 | 2.7 | | | | | | | 2.9 |
| | | 6154 | C-5 RELIABILITY ENH | | | | | 15.0 | 40.3 | 319.4 | 728.9 | 746.4 | 5,052.0 | 6,902.1 |
| | | 7788 | FUEL FLOW TRANSMI | | 2.6 | | | | | | | | | 2.6 |
| | | 8097 | SIM UPGRADE | | | | | 3.0 | | | | | | 3.0 |
| | | 8662 | AETC MTD UPGRADE | | | | | 1.8 | | 0.8 | 1.9 | | | 4.5 |
| | | 99999X | LOW COST MODIFICA | 2.5 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 3.3 |
| | | DC101 | FM IMMUNITY | 3.5 | 0.7 | | | | | | | | | 4.2 |
| | | Z88888 | REPROGRAMMINGS | 4.3 | 10.5 | 27.9 | | | | | | | | 42.7 |
| TOTAL FOR CLASS P | | | | 243.7 | 75.3 | 94.5 | 103.2 | 145.1 | 121.0 | 332.4 | 730.8 | 746.5 | 5,052.0 | 7,644.6 |
| TOTAL FOR AIRCRAFT C-5 | | | | 243.7 | 75.3 | 94.5 | 103.2 | 145.1 | 121.0 | 332.4 | 730.8 | 746.5 | 5,052.0 | 7,644.6 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD</u> <u>NR</u> | <u>MODIFICATION</u> <u>TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST</u> <u>TO GO</u> | <u>TOTAL</u> <u>PROG.</u> |
|-------------------------------|--------------|-------------------------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------------|------------------------------|
| C-9 | P | 3009 | REENGINE | 6.3 | 0.0 | | | | | | | | | 6.3 |
| | | 3150 | NAVSTAR GLOBAL P | 31.7 | 2.8 | 0.9 | | | | | | | | 35.4 |
| | | 6030 | REDUCED VERTICAL | 3.8 | 1.0 | | | | | | | | | 4.7 |
| | | 99999S | SERVICE BULLETINS | 13.4 | 5.2 | 0.5 | 0.6 | 0.8 | 0.9 | 1.0 | 1.0 | 1.0 | | 24.4 |
| | | 99999X | LOW COST MODIFICA | 3.6 | 0.0 | 0.0 | 0.0 | 0.6 | 0.1 | 0.1 | 0.1 | 0.2 | | 4.8 |
| | | TAWS | TERRAIN AWARENES | 2.2 | 5.5 | | | | | | | | | 7.6 |
| | | Z88888 | REPROGRAMMINGS | 0.4 | -1.8 | 1.9 | | | | | | | | 0.4 |
| TOTAL FOR CLASS P | | | | 61.2 | 12.6 | 3.2 | 0.6 | 1.4 | 1.1 | 1.1 | 1.1 | 1.2 | 0.0 | 83.6 |
| TOTAL FOR AIRCRAFT C-9 | | | | 61.2 | 12.6 | 3.2 | 0.6 | 1.4 | 1.1 | 1.1 | 1.1 | 1.2 | 0.0 | 83.6 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|----------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| C-17 | P-S | 99999A | LOW COST SAFETY M | | | | | | | 1.9 | 1.9 | | | 3.8 |
| TOTAL FOR CLASS P-S | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 1.9 | 0.0 | 0.0 | 3.8 |
| C-17 | P | 0399 | AIRLIFT DEFENSIVE S | | | 2.0 | 1.1 | 0.6 | 0.6 | 0.8 | 0.1 | | | 5.2 |
| | | 4660 | OPEN SYSTEMS COM | | | | 4.5 | 20.5 | 33.4 | 31.2 | 9.5 | | | 99.1 |
| | | 5029 | AERIAL DELIVERY SY | | | 0.0 | 1.1 | 3.5 | 2.2 | | | | | 6.8 |
| | | 6005 | TROOP DOOR AFT FA | 1.5 | 0.6 | 0.2 | | | | | | | | 2.4 |
| | | 6008 | AEROMED LITTER ST | 9.4 | 4.2 | 2.4 | 1.4 | 0.7 | | | | | | 18.2 |
| | | 6026 | 400 POUND PARATR | 7.4 | 0.8 | 0.4 | 0.4 | 2.5 | 2.7 | 0.4 | | | | 14.7 |
| | | 6201 | GPS INTEGRITY MONI | 10.8 | 10.1 | 1.2 | | | | | | | | 22.1 |
| | | 6202 | OPERATIONAL FLEXI | | | | | | 50.7 | 50.0 | 43.1 | 57.2 | 106.4 | 307.4 |
| | | 6204 | CARGO COMPARTME | | | | | | | | 27.6 | 40.8 | 64.2 | 132.6 |
| | | 6205 | MAINTAINABILITY IMP | | | | | | | 47.2 | 46.5 | 46.5 | 273.0 | 413.2 |
| | | 6206 | AVIONICS BLOCK UP | | | | | | 7.4 | 18.5 | 21.7 | 13.7 | 132.7 | 194.0 |
| | | 6208 | CARGO COMPARTME | | | | | | | 7.1 | 10.4 | 13.6 | 23.0 | 54.0 |
| | | 7987 | ELECTRICAL SYSTEM | | | 3.8 | | | | | | | | 3.8 |
| | | 8332 | SIDEWALL LINER/OX | 1.2 | 4.6 | 2.7 | 1.4 | 0.7 | | | | | | 10.6 |
| | | 8501 | CABIN PRESSURIZATI | | 1.5 | 3.0 | | | | | | | | 4.5 |
| | | 8629 | LARGE AIRCRAFT INF | | | | 33.4 | 51.6 | 51.1 | 6.3 | 6.3 | | | 148.6 |
| | | 9596 | LOOSE EQUIPMENT | | | | | | | | 2.3 | 3.4 | 5.3 | 10.9 |
| | | 9703 | DUAL ROW AIRDROP | 0.5 | 0.8 | | | | | | | | | 1.3 |
| | | 9705 | ELECTRONIC FLIGHT | 8.8 | 6.4 | 0.7 | | | | | | | | 15.8 |
| | | 9706 | SOFTWARE BLOCK U | | | | | | 3.1 | 4.7 | 4.0 | 2.1 | 0.4 | 14.4 |
| | | 9709 | GLOBAL AIR TRAFFIC | | 8.8 | 15.7 | 39.5 | 32.3 | | | | | | 96.4 |

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|-----------------|--------------|-------------------------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------------|------------------------------|
| | | 9709B | GLOBAL AIR TRAFFIC | | | | | | 54.4 | 57.6 | 57.7 | 55.6 | 29.3 | 254.7 |
| | | 9710 | BLOCK 12 SOFTWARE | | | 0.8 | 2.2 | 1.1 | | | | | | 4.2 |
| | | 9714 | STATION KEEPING F | | | 1.2 | 5.6 | 7.3 | 1.2 | | | | | 15.3 |
| | | 9715 | HF DATA LINK (HF DL) | | | | 3.4 | 4.1 | 8.5 | 4.4 | 1.7 | | | 22.1 |
| | | 9716 | REQUIRED NAV PERF | | | | 3.4 | 4.1 | 8.5 | 4.4 | 1.7 | | | 22.1 |
| | | 9717 | AIRCREW DATA TRA | | 2.0 | | | | | | | | | 2.0 |
| | | 9721 | ALTERNATE EEC PO | | 0.2 | 0.5 | 0.6 | 0.5 | | | | | | 1.9 |
| | | 9722 | SLAT TRACK DOOR B | | 0.2 | 0.6 | 0.8 | 0.9 | 0.3 | | | | | 2.8 |
| | | 9723 | FIXED LEADING EDG | | 0.4 | 0.6 | 2.5 | 8.5 | 4.0 | | | | | 16.0 |
| | | 9725 | SOFTWARE BLOCK 1 | 0.4 | 2.4 | 2.2 | | | | | | | | 5.0 |
| | | 9726 | COMBUSTION EXIT T | 18.0 | 30.0 | 35.7 | 26.1 | 6.1 | | | | | | 115.9 |
| | | 9728 | CABIN PRESSURIZATI | 1.0 | 0.9 | 0.4 | | | | | | | | 2.3 |
| | | 9729 | UNSAT LOCATION AD | | | | | | | 0.4 | | 5.5 | 21.4 | 27.4 |
| | | 9730 | INSUFFICIENT EMER | | | | | | | 1.0 | | 3.7 | 14.3 | 19.0 |
| | | 9731 | CIRCUIT PROTECT FL | | | | | | | 2.8 | | 1.5 | 5.7 | 10.0 |
| | | 9732 | COCKPIT REAL ESTA | | | | | | | | | 0.4 | 2.0 | 2.4 |
| | | 9733 | HALO GAUGE | | | | | | | 1.1 | 1.9 | 2.8 | 4.4 | 10.1 |
| | | 9735 | STABILIZER STRUTS | | | | | | | 1.5 | 6.0 | 7.4 | 9.1 | 23.9 |
| | | 9736 | MTS JACKSON ANG | | 3.5 | | | | | | | | | 3.5 |
| | | 99999X | LOW COST MODIFICA | | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 1.0 |
| | | SIM17 | SIMULATOR UPGRAD | | | | | 3.2 | | | | | | 3.2 |
| | | TAWS | TERRAIN AWARENES | | | 2.7 | 11.7 | 21.4 | 5.1 | | | | | 41.0 |
| | | TRNRM O | TRAINER MODS | | | | | | | 15.2 | 15.0 | 14.8 | 59.2 | 104.2 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD</u> <u>NR</u> | <u>MODIFICATION</u> <u>TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST</u> <u>TO GO</u> | <u>TOTAL</u> <u>PROG.</u> |
|--------------------------------|--------------|-------------------------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------------|------------------------------|
| | | Z88888 | REPROGRAMMINGS | 1.5 | 1.1 | 19.0 | | | | | | | | 21.7 |
| TOTAL FOR CLASS P | | | | 60.4 | 78.8 | 96.2 | 139.3 | 169.7 | 233.2 | 254.8 | 255.4 | 269.1 | 750.5 | 2,307.5 |
| TOTAL FOR AIRCRAFT C-17 | | | | 60.4 | 78.8 | 96.2 | 139.3 | 169.7 | 233.2 | 256.7 | 257.3 | 269.1 | 750.5 | 2,311.3 |

Totals may not add due to rounding. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| C-21 | P | 3149T | TRAFFIC ALERT & CO | 21.3 | 2.6 | 0.4 | | | | | | | | 24.3 |
| | | 3149TC | TCAS CHANGE 7 UPG | | | 0.3 | 0.2 | | | | | | | 0.5 |
| | | 9701 | MAGNASTAR C-2000 | 2.3 | 0.1 | | | | | | | | | 2.4 |
| | | 99999S | SERVICE BULLETINS | 3.3 | 1.9 | 0.9 | 2.3 | 2.4 | 1.3 | 1.4 | 4.0 | 4.1 | | 21.5 |
| | | 99999X | LOW COST MODIFICA | | | | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | | 1.1 |
| | | TAWS | TERRAIN AWARENES | 14.8 | 3.2 | 0.2 | | | | | | | | 18.1 |
| | | Z88888 | REPROGRAMMINGS | 11.1 | 2.0 | 0.1 | | | | | | | | 13.2 |
| TOTAL FOR CLASS P | | | | 52.7 | 9.8 | 1.9 | 2.7 | 2.6 | 1.5 | 1.5 | 4.1 | 4.3 | 0.0 | 81.1 |
| TOTAL FOR AIRCRAFT C-21 | | | | 52.7 | 9.8 | 1.9 | 2.7 | 2.6 | 1.5 | 1.5 | 4.1 | 4.3 | 0.0 | 81.1 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| C-22 | P | 99999S | SERVICE BULLETINS | 1.5 | 0.2 | | | | | | | | | 1.6 |
| | | Z88888 | REPROGRAMMINGS | 0.0 | 0.0 | | | | | | | | | 0.0 |
| TOTAL FOR CLASS P | | | | 1.5 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 |
| TOTAL FOR AIRCRAFT C-22 | | | | 1.5 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 |

Totals may not add due to rounding. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| C-32 | P | 9606 | COMMUNICATIONS U | | | 15.0 | 38.0 | 15.0 | | | | | | 68.0 |
| | | 99999G | SERVICE BULLETIN - | | | 0.0 | 2.0 | 11.7 | | | | | | 13.7 |
| | | 99999S | SERVICE BULLETINS | | 0.4 | 0.1 | 0.3 | 0.3 | | | | | | 1.2 |
| | | 99999X | LOW COST MODIFICA | | 0.3 | 0.1 | 0.1 | 0.1 | | | | | | 0.6 |
| | | Z88888 | REPROGRAMMINGS | | 0.0 | -9.7 | | | | | | | | -9.7 |
| TOTAL FOR CLASS P | | | | 0.0 | 0.7 | 5.5 | 40.4 | 27.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 73.7 |
| TOTAL FOR AIRCRAFT C-32 | | | | 0.0 | 0.7 | 5.5 | 40.4 | 27.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 73.7 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| C-37 | P | 99999S | SERVICE BULLETINS | | | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | | 2.1 |
| | | 99999X | LOW COST MODIFICA | | 0.4 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 1.0 |
| | | Z88888 | REPROGRAMMINGS | | 0.0 | 0.0 | | | | | | | | 0.0 |
| TOTAL FOR CLASS P | | | | 0.0 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.0 | 3.1 |
| TOTAL FOR AIRCRAFT C-37 | | | | 0.0 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.0 | 3.1 |

Totals may not add due to rounding. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|---------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| C-141 | P-S | 99999A | LOW COST SAFETY M | 2.4 | | 0.5 | 0.7 | 0.7 | 0.7 | 0.8 | 0.4 | | | 6.2 |
| TOTAL FOR CLASS P-S | | | | 2.4 | 0.0 | 0.5 | 0.7 | 0.7 | 0.7 | 0.8 | 0.4 | 0.0 | 0.0 | 6.2 |
| C-141 | P | 13627B | AUTOPILOT/COCKPIT | 169.0 | 1.2 | 0.0 | | | | | | | | 170.2 |
| | | 3149TT | TRAFFIC ALERT & CO | 36.2 | 7.3 | 0.0 | | | | | | | | 43.5 |
| | | 3150 | NAVSTAR GLOBAL P | 68.7 | | 0.1 | | | | | | | | 68.8 |
| | | 99999X | LOW COST MODIFICA | 2.8 | | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | | 3.4 |
| | | DC101 | FM IMMUNITY | | 0.7 | | | | | | | | | 0.7 |
| | | Z88888 | REPROGRAMMINGS | 1.2 | 1.2 | 0.0 | | | | | | | | 2.4 |
| TOTAL FOR CLASS P | | | | 277.9 | 10.5 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 289.1 |
| TOTAL FOR AIRCRAFT C-141 | | | | 280.3 | 10.5 | 0.7 | 0.8 | 0.8 | 0.8 | 0.9 | 0.5 | 0.0 | 0.0 | 295.3 |

Totals may not add due to rounding. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| T-1 | P | 3150 | NAVSTAR GLOBAL P | 35.2 | 0.0 | | | | | | | | | 35.2 |
| | | Z88888 | REPROGRAMMINGS | 0.6 | 0.0 | | | | | | | | | 0.6 |
| TOTAL FOR CLASS P | | | | 35.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.8 |
| TOTAL FOR AIRCRAFT T-1 | | | | 35.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.8 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| T-3 | P | Z88888 | REPROGRAMMINGS | 0.1 | 0.2 | | | | | | | | | 0.3 |
| TOTAL FOR CLASS P | | | | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| TOTAL FOR AIRCRAFT T-3 | | | | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| T-6 | P-S | 99999X | LOW COST MODIFICA | | | | 0.2 | | | | | | | 0.2 |
| TOTAL FOR CLASS P-S | | | | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| TOTAL FOR AIRCRAFT T-6 | | | | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| T-38 | P-S | 10206A | FUS STA 325 BULKHE | 43.5 | 10.3 | 6.1 | 7.7 | | | | | | | 67.7 |
| | | 14207B | COCKPIT ENCLOSUR | 64.2 | 2.1 | 2.1 | 2.1 | | | | | | | 70.5 |
| | | 99999A | LOW COST SAFETY M | 1.5 | | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | | 1.6 |
| TOTAL FOR CLASS P-S | | | | 109.2 | 12.4 | 8.2 | 9.8 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 139.8 |
| T-38 | P | 6029 | AVIONICS UPGRADE | 17.3 | 32.2 | 80.3 | 75.8 | 99.3 | 99.5 | 55.6 | 53.4 | 41.9 | 43.3 | 598.6 |
| | | 6034 | T-38 PROPULSION M | | | 30.9 | 59.1 | 66.1 | 68.8 | 65.7 | 69.3 | 72.3 | 318.5 | 750.7 |
| | | 99999X | LOW COST MODIFICA | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| | | Z88888 | REPROGRAMMINGS | -0.8 | | 0.0 | | | | | | | | -0.8 |
| TOTAL FOR CLASS P | | | | 16.5 | 32.2 | 111.2 | 134.9 | 165.4 | 168.3 | 121.3 | 122.7 | 114.2 | 361.8 | 1,348.5 |
| TOTAL FOR AIRCRAFT T-38 | | | | 125.7 | 44.6 | 119.4 | 144.7 | 165.5 | 168.3 | 121.3 | 122.7 | 114.2 | 361.8 | 1,488.2 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| T-41 | P | 99999X | LOW COST MODIFICA | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 1.0 |
| | | Z88888 | REPROGRAMMINGS | 0.0 | 0.0 | 0.0 | | | | | | | | 0.0 |
| TOTAL FOR CLASS P | | | | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 1.0 |
| TOTAL FOR AIRCRAFT T-41 | | | | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 1.0 |

Totals may not add due to rounding. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| T-43 | P | 3149F | FLIGHT DATA RECOR | 5.6 | 0.1 | | | | | | | | | 5.7 |
| | | 3149T | TRAFFIC ALERT & CO | 3.1 | | | 3.4 | 1.0 | 5.3 | 5.0 | 1.2 | 0.1 | | 19.0 |
| | | 99999S | SERVICE BULLETINS | 2.5 | 0.7 | 0.3 | 0.2 | 0.7 | 0.8 | 1.2 | 2.2 | 2.1 | | 10.6 |
| | | 99999X | LOW COST MODIFICA | 0.2 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 0.9 |
| | | TAWS | TERRAIN AWARENES | | | 4.5 | | 0.5 | 2.7 | 2.7 | 0.7 | | | 11.1 |
| | | Z88888 | REPROGRAMMINGS | 2.1 | 0.0 | 0.0 | | | | | | | | 2.2 |
| TOTAL FOR CLASS P | | | | 13.5 | 0.8 | 4.9 | 3.8 | 2.2 | 8.9 | 9.0 | 4.1 | 2.3 | 0.0 | 49.4 |
| TOTAL FOR AIRCRAFT T-43 | | | | 13.5 | 0.8 | 4.9 | 3.8 | 2.2 | 8.9 | 9.0 | 4.1 | 2.3 | 0.0 | 49.4 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|---------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| KC-10 | P-S | 99999A | LOW COST SAFETY M | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | | 0.8 |
| TOTAL FOR CLASS P-S | | | | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.8 |
| KC-10 | P | 3149T2 | TCAS AND TAWS | 20.3 | 17.3 | 0.5 | | | | | | | | 38.1 |
| | | 3150 | NAVSTAR GLOBAL P | 65.7 | 2.2 | | | | | | | | | 67.9 |
| | | 4369 | REPLACE PYLONS 1& | 5.6 | 2.9 | 1.0 | 1.1 | 0.8 | | | | | | 11.5 |
| | | 9709 | GLOBAL AIR TRAFFIC | 0.6 | | 39.2 | 15.1 | 8.2 | 14.1 | 2.0 | | | | 79.1 |
| | | 99999S | SERVICE BULLETINS | 24.6 | 3.2 | 4.0 | 1.2 | 1.8 | 1.2 | 1.7 | 2.0 | 2.0 | | 41.8 |
| | | 99999X | LOW COST MODIFICA | 3.2 | 0.3 | 0.8 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | | 4.6 |
| | | CPT_10 | CPT UPGRADE (KC-1 | | | | | 6.2 | | | | | | 6.2 |
| | | DC101 | FM IMMUNITY | | 3.1 | | | | | | | | | 3.1 |
| | | SIM-10 | SIMULATOR UPGRAD | 23.8 | 8.6 | 7.2 | 13.7 | 3.7 | | | | | | 57.0 |
| | | Z88888 | REPROGRAMMINGS | 0.9 | 0.3 | 2.2 | | | | | | | | 3.4 |
| TOTAL FOR CLASS P | | | | 144.7 | 38.0 | 54.9 | 31.2 | 20.7 | 15.4 | 3.7 | 2.0 | 2.1 | 0.0 | 312.7 |
| TOTAL FOR AIRCRAFT KC-10 | | | | 145.3 | 38.0 | 54.9 | 31.2 | 20.7 | 15.4 | 3.8 | 2.1 | 2.1 | 0.0 | 313.6 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD</u> <u>NR</u> | <u>MODIFICATION</u> <u>TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST</u> <u>TO GO</u> | <u>TOTAL</u> <u>PROG.</u> |
|--------------------------------|--------------|-------------------------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------------|------------------------------|
| C-12 | P | 3149F | FLIGHT DATA RECOR | 11.9 | | 0.0 | | | | | | | | 11.9 |
| | | 3150 | NAVSTAR GLOBAL P | 6.2 | 1.2 | | | | | | | | | 7.4 |
| | | 99999S | SERVICE BULLETINS | 0.8 | 0.2 | 0.1 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.4 | | 3.0 |
| | | 99999X | LOW COST MODIFICA | 0.9 | 0.8 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 2.3 |
| | | TAWS | TERRAIN AWARENES | 1.0 | 4.2 | 1.3 | | | | | | | | 6.5 |
| | | Z88888 | REPROGRAMMINGS | 0.5 | -0.2 | 0.1 | | | | | | | | 0.4 |
| TOTAL FOR CLASS P | | | | 21.3 | 6.3 | 1.5 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.5 | 0.0 | 31.6 |
| TOTAL FOR AIRCRAFT C-12 | | | | 21.3 | 6.3 | 1.5 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.5 | 0.0 | 31.6 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| C-18 | P | 99999S | SERVICE BULLETINS | 0.3 | 0.1 | 0.2 | 0.7 | 0.7 | 0.7 | 0.7 | 0.8 | 0.8 | | 5.1 |
| | | 99999X | LOW COST MODIFICA | 5.5 | | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 6.2 |
| | | Z88888 | REPROGRAMMINGS | -1.0 | 0.2 | 0.0 | | | | | | | | -0.7 |
| TOTAL FOR CLASS P | | | | 4.8 | 0.3 | 0.3 | 0.8 | 0.8 | 0.8 | 0.8 | 0.9 | 0.9 | 0.0 | 10.6 |
| TOTAL FOR AIRCRAFT C-18 | | | | 4.8 | 0.3 | 0.3 | 0.8 | 0.8 | 0.8 | 0.8 | 0.9 | 0.9 | 0.0 | 10.6 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| C-20 | P | 99999S | SERVICE BULLETINS | 1.4 | 0.2 | 0.0 | 0.4 | 0.6 | 0.4 | 0.4 | 0.4 | 0.4 | | 4.3 |
| | | 99999X | LOW COST MODIFICA | 2.9 | 0.3 | 0.4 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | | 4.3 |
| | | TAWS | TERRAIN AWARENES | 2.3 | 0.5 | | | | | | | | | 2.8 |
| | | Z88888 | REPROGRAMMINGS | 2.0 | 0.0 | 4.8 | | | | | | | | 6.8 |
| TOTAL FOR CLASS P | | | | 8.6 | 1.0 | 5.2 | 0.6 | 0.8 | 0.5 | 0.5 | 0.5 | 0.5 | 0.0 | 18.3 |
| TOTAL FOR AIRCRAFT C-20 | | | | 8.6 | 1.0 | 5.2 | 0.6 | 0.8 | 0.5 | 0.5 | 0.5 | 0.5 | 0.0 | 18.3 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| C-25 | P | 3149W | WINDSHEAR WARNIN | 7.2 | 0.2 | | | | | | | | | 7.4 |
| | | 3150 | NAVSTAR GLOBAL P | 22.7 | 0.2 | | | | | | | | | 22.9 |
| | | 9709 | GLOBAL AIR TRAFFIC | 2.6 | 13.5 | | 11.4 | 11.1 | 1.8 | | | | | 40.4 |
| | | 99999S | SERVICE BULLETINS | 9.9 | 0.6 | 0.6 | 0.9 | 1.0 | 0.8 | 0.9 | 0.9 | | | 15.6 |
| | | 99999X | LOW COST MODIFICA | 1.7 | 0.1 | 0.8 | 1.9 | 0.3 | 0.3 | 0.1 | 0.1 | 1.1 | | 6.4 |
| | | TAWS | TERRAIN AWARENES | 2.9 | 0.3 | | | | | | | | | 3.2 |
| | | Z88888 | REPROGRAMMINGS | -0.1 | -6.2 | -1.3 | | | | | | | | -7.7 |
| TOTAL FOR CLASS P | | | | 46.8 | 8.7 | 0.1 | 14.2 | 12.4 | 2.9 | 1.0 | 1.0 | 1.1 | 0.0 | 88.2 |
| TOTAL FOR AIRCRAFT C-25 | | | | 46.8 | 8.7 | 0.1 | 14.2 | 12.4 | 2.9 | 1.0 | 1.0 | 1.1 | 0.0 | 88.2 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|----------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| C-130 | P-S | 99999A | LOW COST SAFETY M | | | 0.0 | 0.1 | 0.6 | 0.1 | 1.8 | 0.4 | 0.1 | 5.7 | 8.9 |
| TOTAL FOR CLASS P-S | | | | 0.0 | 0.0 | 0.0 | 0.1 | 0.6 | 0.1 | 1.8 | 0.4 | 0.1 | 5.7 | 8.9 |
| C-130 | P | 11130 | PODDED RECONNAIS | | 9.4 | | | | | | | | | 9.4 |
| | | 12603B | APQ-122 RADAR REP | 133.2 | 1.8 | | | | | | | | | 135.0 |
| | | 17605B | AUTOPILOT/GCAS | 183.0 | 45.6 | 8.6 | 15.3 | 5.4 | 3.4 | 0.6 | | | | 261.9 |
| | | 18600B | ELECTRICAL SYSTEM | 55.8 | 27.9 | 4.8 | 5.4 | 5.7 | 3.5 | | | | | 103.1 |
| | | 18603B | FUEL QTY SYS UPGR | 13.1 | 1.2 | 1.8 | 1.7 | | | | | | | 17.8 |
| | | 3149 | INSTL OF SOLID-STA | | 5.0 | 0.7 | | | | | | | | 5.8 |
| | | 3190 | SCNS | 417.1 | 0.2 | | | | | | | | | 417.3 |
| | | 3353 | HF AUTO COMM PRO | 46.2 | 2.5 | 0.1 | | | | | | | | 48.8 |
| | | 3455 | AIRLIFT DEFENSIVE S | 90.8 | 14.5 | 6.3 | 3.9 | 0.3 | | | | | | 115.8 |
| | | 3587 | MICROWAVE LANDIN | 34.5 | 0.1 | 0.1 | | | | | | | | 34.7 |
| | | 6040 | ENGINES | | 1.5 | 5.9 | 0.8 | | 2.1 | 6.2 | 5.7 | 5.8 | | 28.0 |
| | | 8109 | ARMOR PLATING | 5.6 | | 1.8 | 1.8 | | | | | | | 9.2 |
| | | 8220 | ALR-69 (RWR) | 45.3 | 1.1 | 1.0 | 1.1 | 15.6 | 13.9 | 15.3 | 37.4 | 38.3 | 106.3 | 275.4 |
| | | 8385 | AN/AAQ-22M (FLIR) | 5.9 | | 3.0 | | | | | | | | 8.9 |
| | | 8424 | AEROSPACE RESCU | 15.0 | 2.6 | 6.2 | 6.2 | 14.6 | 33.0 | 16.5 | | | | 94.1 |
| | | 8448 | BLEED AIR DUCT REP | 1.3 | 2.8 | 1.8 | 1.5 | | | | | | | 7.4 |
| | | 8455 | INSTALLATION OF AN | 10.0 | 8.0 | 1.1 | 0.1 | 0.1 | 0.1 | | | | | 19.5 |
| | | 8516 | IP1310 REPLACEMEN | | | 1.8 | 1.0 | 0.5 | | | | | | 3.2 |
| | | 8517 | C-130 AVIONICS MOD | 2.3 | | | | | 80.8 | 180.2 | 213.6 | 303.3 | 2,479.8 | 3,260.0 |
| | | 8520 | NVIS | 1.4 | 1.4 | 0.7 | 0.5 | | | | | | | 4.1 |
| | | 8526 | ENHANCED TCAS (TC | 33.6 | 18.0 | 20.1 | 2.1 | 3.6 | 0.3 | | | | | 77.8 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | MOD <u>NR</u> | MODIFICATION <u>TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> | |
|---------------------------------|--------------|------------------|------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------|------------------------|---------|
| | | 8527 | UPGRADE C-130 CRE | | 0.1 | | | | | | | | | 0.1 | |
| | | 8553 | EMERGENCY ESSEN | | 0.5 | 0.3 | | | | | | | | 0.8 | |
| | | 8558 | INSTALLATION OF 3 R | | 0.5 | 0.2 | | | | | | | | 0.7 | |
| | | 8561 | SYNCHROPHASER WI | | 1.2 | 4.8 | 5.3 | 6.5 | 2.6 | 2.5 | | | | 22.9 | |
| | | 8562 | C-130 GENERATOR DI | | 1.0 | 1.2 | 2.5 | 1.7 | | | | | | 6.4 | |
| | | 8577 | ALE-47 CHAFF AND F | | | 1.3 | 2.5 | 4.6 | 2.1 | | | | | 10.5 | |
| | | 8591 | ALR-69 UPGRADE | | | | | 10.1 | 10.4 | 11.0 | 11.6 | 11.9 | | 54.9 | |
| | | 8626 | C-130 SIMULATOR UP | | 7.3 | 4.5 | 3.7 | 2.5 | | | | | | 18.0 | |
| | | 8629 | LARGE AIRCRAFT INF | | | | | 33.7 | 47.2 | 6.1 | 7.9 | | | 94.8 | |
| | | 8651 | AAR-47 SENSOR UPG | | | | 1.7 | 7.9 | 5.6 | 5.0 | | | | 20.2 | |
| | | 8662 | AETC MTD UPGRADE | | | | | | | 3.4 | | | | 3.4 | |
| | | 8676 | DUAL VHF RADIOS O | | | 1.9 | 0.4 | | | | | | | 2.3 | |
| | | 99999M | MISC SIMULATOR UP | | | 0.2 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 5.7 | 6.0 | |
| | | 99999S | SERVICE BULLETINS | 0.4 | | 0.2 | 0.0 | 0.3 | 0.0 | 1.2 | 0.0 | 0.0 | 5.7 | 7.8 | |
| | | 99999X | LOW COST MODIFICA | 4.0 | | 1.1 | 0.4 | 0.6 | 0.1 | 1.9 | 0.1 | 0.1 | 5.7 | 14.0 | |
| | | CWREP L | SYSTEMS/STRUCTUR | | | | | | | 12.3 | 28.2 | 38.8 | 116.8 | 196.2 | |
| | | DC101 | FM IMMUNITY | | 6.9 | 1.1 | | | | | | | | 8.0 | |
| | | Z88888 | REPROGRAMMINGS | 5.0 | 1.9 | 18.4 | | | | | | | | 25.3 | |
| TOTAL FOR CLASS P | | | | | 1,103.5 | 163.2 | 101.1 | 57.8 | 113.8 | 205.1 | 262.3 | 304.4 | 398.3 | 2,720.0 | 5,429.7 |
| TOTAL FOR AIRCRAFT C-130 | | | | | 1,103.5 | 163.2 | 101.1 | 57.9 | 114.4 | 205.2 | 264.2 | 304.9 | 398.4 | 2,725.7 | 5,438.5 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|----------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| C-135 | P-S | 99999A | LOW COST SAFETY M | 0.3 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.4 |
| TOTAL FOR CLASS P-S | | | | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| C-135 | P | 10402B | FUEL SAVINGS ADVIS | 102.7 | 0.0 | | | | | | | | | 102.7 |
| | | 17403B | STANDARD FLIGHT D | 13.2 | 0.3 | 0.4 | 0.4 | | | | | | | 14.3 |
| | | 2984X | NUCLEAR HARDENIN | 0.8 | 0.0 | | | | | | | | | 0.8 |
| | | 3009E | C-135 REENGINE | 491.1 | 102.4 | 52.0 | 56.0 | | | | | | | 701.5 |
| | | 3149F | FLIGHT DATA RECOR | 31.1 | 16.3 | 44.0 | 30.7 | 1.6 | | | | | | 123.7 |
| | | 3150PC | PACER CRAG (COMP | 421.0 | 159.0 | 78.5 | 1.5 | | | | | | | 660.1 |
| | | 3353 | HF AUTO COMM PRO | 21.4 | 1.2 | 1.1 | 0.3 | | | | | | | 24.0 |
| | | 4218 | HIGH RELIABILITY MA | 9.9 | 1.1 | 0.9 | 0.8 | | | | | | | 12.8 |
| | | 4231 | MULTIPOINT REFUELI | 73.1 | 4.0 | 1.1 | 1.0 | 0.3 | 4.2 | 6.1 | 36.1 | 38.3 | 26.3 | 190.5 |
| | | 4310 | INTERPHONE REPLA | 20.7 | 11.6 | 4.3 | 1.2 | | | | | | | 37.7 |
| | | 6030 | REDUCED VERTICAL | 39.4 | 43.1 | 43.8 | 19.3 | | | | | | | 145.6 |
| | | 9702 | 8.33 KHZ VHF RADIO | 13.0 | 24.8 | 33.2 | | | | | | | | 71.0 |
| | | 9709 | GLOBAL AIR TRAFFIC | 48.4 | 16.7 | 19.1 | 84.1 | 159.3 | 157.5 | 151.8 | 131.4 | 137.3 | 125.2 | 1,031.0 |
| | | 9737 | ELECTROMAGNETIC | | | | 6.5 | 6.9 | | | | | | 13.5 |
| | | 9810 | LD/HD RIVET JOINT T | | | | 14.9 | | | | | | | 14.9 |
| | | 99999X | LOW COST MODIFICA | 5.5 | 1.0 | 0.5 | 1.8 | 2.0 | 1.8 | 1.9 | 1.8 | 1.8 | | 18.2 |
| | | DC101 | FM IMMUNITY | | 0.8 | 6.4 | | | | | | | | 7.2 |
| | | SIM135 | SIMULATOR UPGRAD | 12.5 | 20.6 | 20.1 | 3.6 | 9.1 | 1.4 | | | | | 67.3 |
| | | TAWS | TERRAIN AWARENES | 53.0 | 24.4 | 11.8 | 8.8 | | | | | | | 98.0 |
| | | Z88888 | REPROGRAMMINGS | 3.9 | 28.8 | 59.4 | | | | | | | | 92.1 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD</u> <u>NR</u> | <u>MODIFICATION</u> <u>TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST</u> <u>TO GO</u> | <u>TOTAL</u> <u>PROG.</u> |
|---------------------------------|--------------|-------------------------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------------|------------------------------|
| TOTAL FOR CLASS P | | | | 1,360.8 | 456.4 | 376.8 | 231.0 | 179.2 | 164.9 | 159.9 | 169.3 | 177.4 | 151.5 | 3,427.1 |
| TOTAL FOR AIRCRAFT C-135 | | | | 1,361.0 | 456.4 | 376.8 | 231.1 | 179.3 | 164.9 | 159.9 | 169.3 | 177.4 | 151.5 | 3,427.6 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| E-3 | P | 3150 | NAVSTAR GLOBAL P | 59.5 | 5.7 | 2.2 | | | | | | | | 67.4 |
| | | 3371 | ELECTRONIC SUPPO | 322.1 | 21.6 | 3.6 | | | | | | | | 347.2 |
| | | 3402 | DATA ANALYSIS PRO | 104.7 | 0.3 | 0.1 | | | | | | | | 105.1 |
| | | 3403 | HF MESSENGER | | | | 2.8 | | | | | | | 2.8 |
| | | 50001C | EXTEND SENTRY, CO | 29.1 | 0.1 | | | | | | | | | 29.2 |
| | | 50001P | PDMA | 9.7 | 3.2 | 1.7 | 1.0 | 2.9 | 4.7 | 0.9 | 5.2 | 3.1 | | 32.4 |
| | | 50001T | BLOCK 40/45 BLOCK | | | | | | | | | 73.5 | | 73.5 |
| | | 70001C | INTEGRATED BROAD | 12.9 | 1.4 | 1.4 | 1.8 | 1.8 | | | | | | 19.3 |
| | | 7266 | RADAR SYSTEM IMP | 216.9 | 80.2 | 86.7 | 87.0 | 23.8 | 19.5 | 4.7 | | | | 518.8 |
| | | 8662 | AETC MTD UPGRADE | | | | | | | | 0.1 | 0.5 | | 0.7 |
| | | 9709 | GLOBAL AIR TRAFFIC | | | | | | | | 26.5 | 69.5 | | 96.0 |
| | | 99999X | LOW COST MODIFICA | | | | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | | 1.5 |
| | | DC101 | FM IMMUNITY | | 1.3 | 0.4 | | | | | | | | 1.7 |
| | | T8135 | SATCOM DAMA | | | | | | 4.4 | 8.3 | 18.0 | 3.6 | | 34.2 |
| | | Z88888 | REPROGRAMMINGS | 0.1 | 0.8 | -8.3 | | | | | | | | -7.4 |
| TOTAL FOR CLASS P | | | | 754.9 | 114.5 | 87.8 | 92.5 | 29.9 | 28.7 | 13.8 | 49.9 | 150.2 | 0.0 | 1,322.2 |
| TOTAL FOR AIRCRAFT E-3 | | | | 754.9 | 114.5 | 87.8 | 92.5 | 29.9 | 28.7 | 13.8 | 49.9 | 150.2 | 0.0 | 1,322.2 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD</u> <u>NR</u> | <u>MODIFICATION</u> <u>TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST</u> <u>TO GO</u> | <u>TOTAL</u> <u>PROG.</u> |
|--------------------------|--------------|-------------------------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------------|------------------------------|
| E-4 | P | 3149F | FLIGHT DATA RECOR | 0.5 | 0.1 | 0.1 | 0.5 | | | | | | | 1.1 |
| | | 3149T | TRAFFIC ALERT & CO | 5.3 | 0.4 | 0.4 | 0.7 | | | | | | | 6.9 |
| | | 3150 | NAVSTAR GLOBAL P | 28.2 | 0.9 | 3.0 | 3.1 | | | | | | | 35.2 |
| | | 3410 | NPES (NC2AIS) E-4B | | 0.3 | 0.8 | 0.9 | 0.5 | 0.5 | 0.5 | 0.6 | 0.6 | | 4.7 |
| | | 3445 | UNIVERSAL MODEM | | | | | 2.0 | 2.0 | | | | | 4.0 |
| | | 3505 | MODIFIED MINIATUR | | 5.2 | 18.4 | 7.2 | 1.5 | | | | | | 32.2 |
| | | 4374 | E-4 MISSION COMMU | 17.3 | 4.1 | 2.6 | | | | | | | | 24.0 |
| | | 4381 | E-4B NATIONAL AIRB | | | | | 15.8 | 9.2 | 21.3 | | | | 46.2 |
| | | 4381B | E-4B NATIONAL AIRB | | | | | | | | | 5.3 | | 5.3 |
| | | 4382 | UHF SATCOM RADIO | | | | 1.9 | 1.9 | | | | | | 3.9 |
| | | 4383 | MESSAGE PROCESSI | | | | 6.9 | | | | | | | 6.9 |
| | | 4384 | DEFENSE MESSAGIN | | | | 6.7 | | | | | | | 6.7 |
| | | 4386 | NATIONAL COMMAND | | | | 6.8 | | | | | | | 6.8 |
| | | 9702 | 8.33 KHZ VHF RADIO | 0.6 | 0.5 | | | | | | | | | 1.1 |
| | | 9709 | GLOBAL AIR TRAFFIC | | | | | 6.4 | 8.6 | 4.2 | | | | 19.2 |
| | | 9709D | E-4B GATM PHASE III | | | | | | | 5.8 | 7.6 | 11.1 | | 24.5 |
| | | 99999S | SERVICE BULLETINS | 17.0 | 0.4 | 3.5 | 8.5 | 3.8 | 2.8 | 1.1 | 1.1 | 1.2 | | 39.6 |
| | | 99999X | LOW COST MODIFICA | 4.0 | 1.9 | 1.1 | 2.0 | 1.6 | 1.9 | 1.9 | 0.8 | 2.0 | | 17.3 |
| | | TAWS | TERRAIN AWARENES | 3.3 | 0.5 | 1.0 | 0.3 | | | | | | | 5.0 |
| | | Z88888 | REPROGRAMMINGS | -0.6 | 0.0 | 0.5 | | | | | | | | -0.1 |
| TOTAL FOR CLASS P | | | | 75.7 | 14.3 | 31.3 | 45.5 | 33.5 | 25.0 | 34.9 | 10.1 | 20.3 | 0.0 | 290.6 |

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| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| TOTAL FOR AIRCRAFT E-4 | | | | 75.7 | 14.3 | 31.3 | 45.5 | 33.5 | 25.0 | 34.9 | 10.1 | 20.3 | 0.0 | 290.6 |

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06/30/2001

| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| E-8B | P | 38200 | VANGUARD | | | | 25.3 | 0.1 | 4.5 | 4.5 | 4.4 | 4.5 | | 43.3 |
| | | 38201 | CRP (COMPUTER RE | 36.6 | 24.2 | 32.9 | 44.9 | 14.1 | 13.2 | | | | | 165.8 |
| | | 38202 | SATCOM (SATELLITE | | | | 5.7 | 20.8 | 5.4 | 14.9 | 4.3 | | | 51.0 |
| | | 38203 | SPIRAL IMPLEMENTA | | | | 7.2 | 2.4 | 3.2 | 3.6 | 4.8 | 4.9 | | 26.1 |
| | | 8662 | AETC MTD UPGRADE | | | | | | 7.5 | | | | | 7.5 |
| | | 9709 | GLOBAL AIR TRAFFIC | | | | | | | 22.6 | 18.0 | 24.7 | | 65.3 |
| | | Z88888 | REPROGRAMMINGS | 6.9 | -4.1 | 0.2 | 78.9 | | | | | | | 81.9 |
| TOTAL FOR CLASS P | | | | 43.5 | 20.1 | 33.1 | 161.9 | 37.3 | 33.8 | 45.7 | 31.5 | 34.0 | 0.0 | 440.9 |
| TOTAL FOR AIRCRAFT E-8B | | | | 43.5 | 20.1 | 33.1 | 161.9 | 37.3 | 33.8 | 45.7 | 31.5 | 34.0 | 0.0 | 440.9 |

P-1M MODIFICATION REPORT - 02 PBR

06/30/2001

| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| H-1 | P-S | 99999A | LOW COST SAFETY M | | | | | | | | 0.7 | 0.7 | | 1.4 |
| TOTAL FOR CLASS P-S | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.7 | 0.0 | 1.4 |
| H-1 | P | 3150 | NAVSTAR GLOBAL P | 3.8 | 0.0 | | | | | | | | | 3.8 |
| | | 8432 | INTEGRATED DATA A | 9.6 | 0.2 | | | | | | | | | 9.8 |
| | | 99999X | LOW COST MODIFICA | 0.6 | | 0.4 | 0.3 | 0.5 | 0.6 | 0.6 | 0.7 | 0.7 | | 4.5 |
| | | Z88888 | REPROGRAMMINGS | 0.5 | 0.0 | 3.1 | | | | | | | | 3.6 |
| TOTAL FOR CLASS P | | | | 14.4 | 0.2 | 3.5 | 0.3 | 0.5 | 0.6 | 0.6 | 0.7 | 0.7 | 0.0 | 21.6 |
| TOTAL FOR AIRCRAFT H-1 | | | | 14.4 | 0.2 | 3.5 | 0.3 | 0.5 | 0.6 | 0.6 | 1.4 | 1.4 | 0.0 | 23.0 |

Totals may not add due to rounding. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

P-1M MODIFICATION REPORT - 02 PBR

06/30/2001

| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|---------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| MH-60 | P | 6590 | INSTALLATION OF SE | 4.0 | 4.4 | 6.0 | 7.3 | 6.6 | 3.3 | 0.8 | | | | 32.5 |
| | | 8254 | ALTITUDE HOLD AND | 7.8 | 0.1 | | | | | | | | | 7.9 |
| | | 8258 | AN/AAQ-16B FLIR | 15.5 | | | | | 26.7 | 7.6 | 1.3 | | | 51.1 |
| | | 8494 | UPGRADE CDU TO 48 | | | 1.6 | 0.9 | | | | | | | 2.5 |
| | | 8560 | SERVICE LIFE EXTEN | | | 3.3 | 3.6 | 7.8 | 3.9 | | | | | 18.6 |
| | | 99999S | SERVICE BULLETINS | | | | 0.1 | | | | | | | 0.1 |
| | | 99999X | LOW COST MODIFICA | 0.6 | | 0.0 | 0.0 | 0.1 | 0.3 | 0.0 | 0.1 | 0.2 | | 1.3 |
| | | ARR | 701C ENGINE AND GE | 20.1 | 1.4 | | | | | | | | | 21.5 |
| | | T8415 | UPGRADE COMMUNI | 6.3 | 8.7 | 11.2 | 14.6 | 26.8 | 28.1 | 32.2 | 19.4 | 5.2 | | 152.5 |
| | | Z88888 | REPROGRAMMINGS | 0.2 | 0.2 | 1.2 | | | | | | | | 1.6 |
| TOTAL FOR CLASS P | | | | 54.4 | 14.8 | 23.4 | 26.5 | 41.3 | 62.3 | 40.6 | 20.8 | 5.4 | 0.0 | 289.5 |
| TOTAL FOR AIRCRAFT MH-60 | | | | 54.4 | 14.8 | 23.4 | 26.5 | 41.3 | 62.3 | 40.6 | 20.8 | 5.4 | 0.0 | 289.5 |

P-1M MODIFICATION REPORT - 02 PBR

06/30/2001

| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|---------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| OTHER | P-S | 99999A | LOW COST SAFETY M | | | 0.0 | 0.2 | 0.2 | 0.2 | 0.3 | 0.3 | 0.3 | | 1.4 |
| TOTAL FOR CLASS P-S | | | | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.2 | 0.3 | 0.3 | 0.3 | 0.0 | 1.4 |
| OTHER | P | 14212B | SUPPORT EQUIPMEN | 8.8 | | 0.0 | 0.1 | 0.1 | 0.1 | | | | | 9.0 |
| | | 4501 | EHF SATCOM | | | | | | | 8.5 | 21.3 | 42.9 | 95.3 | 167.9 |
| | | 8600 | MISSILE LAUNCHER | | | | 0.6 | 0.5 | 0.5 | | | | | 1.6 |
| | | 8666 | PRECISION ATTACK | | | 10.0 | 13.8 | 20.8 | 27.7 | 15.8 | 0.8 | 0.9 | | 89.9 |
| | | 99999J | MISCELLANEOUS LO | 2.8 | 0.1 | 0.1 | 0.1 | 0.1 | | | | | | 3.2 |
| | | 99999U | LOW COST RETROFIT | | 0.2 | 2.4 | 1.1 | | | | | | | 3.7 |
| | | 99999V | MISCELLANEOUS LO | 1.0 | 0.0 | | | | | | | | | 1.0 |
| | | 99999X | LOW COST MODIFICA | 4.4 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 4.5 |
| | | CMWS | COMMON MISSILE W | | | | 0.0 | 0.0 | 0.0 | 0.2 | 0.3 | 0.3 | | 0.8 |
| | | E900 | E-9A TELEMETRY SY | | | | | | 5.8 | 5.4 | 0.3 | 0.1 | | 11.6 |
| | | F16HTS | HARM TARGETING S | 13.0 | 0.7 | 0.8 | | | | | | | | 14.5 |
| | | HTSR7 | F-16 HTS R7 POD UP | | | | | | 10.5 | 10.0 | 8.5 | 1.0 | 5.8 | 35.8 |
| | | T8137 | UHF SATCOM UPGRA | 57.2 | 18.3 | 13.2 | 35.1 | 40.4 | 38.4 | 22.2 | | | | 224.8 |
| | | T8174 | HF MODERNIZATION | 20.7 | 0.6 | | | | | | | | | 21.3 |
| | | Z88888 | REPROGRAMMINGS | 3.1 | 0.2 | 6.7 | | | | | | | | 10.1 |
| TOTAL FOR CLASS P | | | | 111.0 | 20.0 | 33.4 | 50.8 | 62.0 | 83.1 | 62.1 | 31.1 | 45.1 | 101.1 | 599.7 |
| TOTAL FOR AIRCRAFT OTHER | | | | 111.0 | 20.0 | 33.4 | 51.0 | 62.2 | 83.3 | 62.3 | 31.4 | 45.4 | 101.1 | 601.1 |

Totals may not add due to rounding. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

P-1M MODIFICATION REPORT - 02 PBR

06/30/2001

| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD</u> <u>NR</u> | <u>MODIFICATION</u> <u>TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST</u> <u>TO GO</u> | <u>TOTAL</u> <u>PROG.</u> |
|--------------------------------|--------------|-------------------------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------------|------------------------------|
| PRDT | P | PRDLAS | PREDATOR LASER | | | | 10.4 | 10.7 | 10.9 | 11.1 | 11.4 | 11.6 | 0.1 | 66.2 |
| TOTAL FOR CLASS P | | | | 0.0 | 0.0 | 0.0 | 10.4 | 10.7 | 10.9 | 11.1 | 11.4 | 11.6 | 0.1 | 66.2 |
| TOTAL FOR AIRCRAFT PRDT | | | | 0.0 | 0.0 | 0.0 | 10.4 | 10.7 | 10.9 | 11.1 | 11.4 | 11.6 | 0.1 | 66.2 |

P-1M MODIFICATION REPORT - 02 PBR

06/30/2001

| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD</u> <u>NR</u> | <u>MODIFICATION</u> <u>TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST</u> <u>TO GO</u> | <u>TOTAL</u> <u>PROG.</u> |
|----------------------------------|--------------|-------------------------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------------|------------------------------|
| CLASSI | P | 1001 | COMPASS CALL | 143.1 | 8.9 | 15.7 | 23.2 | 31.7 | 17.8 | 8.4 | 8.6 | 8.8 | | 266.3 |
| | | Z88888 | REPROGRAMMINGS | -1.7 | 0.1 | 0.9 | | | | | | | | -0.7 |
| TOTAL FOR CLASS P | | | | 141.5 | 9.0 | 16.6 | 23.2 | 31.7 | 17.8 | 8.4 | 8.6 | 8.8 | 0.0 | 265.6 |
| TOTAL FOR AIRCRAFT CLASSI | | | | 141.5 | 9.0 | 16.6 | 23.2 | 31.7 | 17.8 | 8.4 | 8.6 | 8.8 | 0.0 | 265.6 |

Totals may not add due to rounding. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

P-1M MODIFICATION REPORT - 02 PBR

06/30/2001

| <u>AIRCRAFT</u> | <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>PRIOR</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------------|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| DARP | P | 3009R | REENGINE | 228.9 | 120.0 | 59.9 | 109.1 | 69.7 | 17.6 | 9.0 | | | | 614.2 |
| | | 4263 | RIVET JOINT | 236.7 | 78.7 | 74.4 | 56.5 | 47.2 | 50.6 | 65.5 | 66.8 | 68.2 | | 744.7 |
| | | 4265 | COMBAT SENT | 14.4 | 8.4 | 7.0 | 8.1 | 8.8 | 9.0 | 9.2 | 9.4 | 9.6 | | 84.1 |
| | | 4488 | U-2 SYERS | | 5.0 | | | | | | | | | 5.0 |
| | | 4493 | U-2 POWER | 9.6 | 8.8 | 18.2 | 9.0 | 9.0 | 9.3 | 1.6 | | | | 65.5 |
| | | 4500 | U-2 COCKPIT UPGRA | | 10.0 | | | | | | | | | 10.0 |
| | | 4600 | U-2 DUAL DATA LINK (| | 3.5 | | | | | | | | | 3.5 |
| | | SCOUT | ANG SENIOR SCOUT | | | | 12.3 | 9.3 | 8.8 | 3.5 | 3.5 | 3.6 | | 41.0 |
| | | Z88888 | REPROGRAMMINGS | 3.8 | 1.8 | -1.7 | | | | | | | | 3.9 |
| TOTAL FOR CLASS P | | | | 493.4 | 236.1 | 157.8 | 195.0 | 144.1 | 95.4 | 88.8 | 79.8 | 81.5 | 0.0 | 1,572.0 |
| TOTAL FOR AIRCRAFT DARP | | | | 493.4 | 236.1 | 157.8 | 195.0 | 144.1 | 95.4 | 88.8 | 79.8 | 81.5 | 0.0 | 1,572.0 |

| | | | | | | | | |
|--|----------|----------|----------|------------------------------------|----------|----------|--------------------------|----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: B-2A | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$17.192 | \$24.497 | \$11.858 | \$20.727 | \$23.156 | \$51.133 | \$38.717 | \$20.071 |

This line item funds modifications to the B-2 aircraft. The B-2 is a multi-engine, long range bomber incorporating low-observable ('stealth') technology, enables penetration of enemy air defenses and strike high-value targets. The overall goal of the modifications budgeted in FY02 is to standardize aircraft configuration essentially resulting in 21 'Block 30' B-2 aircraft. The primary modification budgeted in FY02 is the UHF/SATCOM/ANDVT/DAMA Upgrade. Specific modifications budgeted and programmed are below.

Note: The FY03-FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P | 110007 | BRU-44A/A BOMB RAC | 0.6 | | | | | | | | | 6.0 |
| | 110009 | JASSM | 5.3 | | | | | | | | | 5.3 |
| | 110012 | SPARE COMPONENT U | 3.1 | | | | | | | | | 43.1 |
| | 110018 | ACES II | | | | 0.1 | 0.4 | | | | | 0.5 |
| | 110019 | DDU SOLID STATE | 2.1 | | | | | | | | | 5.7 |
| | 110022 | ARROWHEAD PANEL L | 0.3 | | | | | | | | | 6.9 |
| | 110023 | ENHANCED TILES | | | 0.1 | 0.1 | | | | | | 3.9 |
| | 110025 | MK82 JDAM / SMART B | | | | 14.0 | 21.0 | 10.0 | | | | 45.0 |
| | 110026 | EHF SATCOM | | | | | | 37.6 | 37.2 | 18.7 | 20.7 | 114.2 |
| | 110027 | EGBU-28 TRAINER INT | | 3.0 | | | | | | | | 3.0 |
| | 99999U | LOW COST RETROFIT | 0.3 | 0.2 | 0.2 | 0.5 | 0.6 | 1.6 | 0.5 | 0.3 | 0.1 | 6.6 |
| | 99999X | LOW COST MODIFICAT | 1.6 | 0.5 | 0.4 | 0.6 | 1.1 | 1.9 | 1.0 | 1.0 | 0.8 | 12.0 |
| | DC101 | FM IMMUNITY | | 1.2 | | | | | | | | 1.2 |

Totals may not add due to rounding.

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

| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|----------|----------|----------|-----------------------------|----------|----------|-------------------|----------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: B-2A | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$17.192 | \$24.497 | \$11.858 | \$20.727 | \$23.156 | \$51.133 | \$38.717 | \$20.071 |

This line item funds modifications to the B-2 aircraft. The B-2 is a multi-engine, long range bomber incorporating low-observable ('stealth') technology, enables penetration of enemy air defenses and strike high-value targets. The overall goal of the modifications budgeted in FY02 is to standardize aircraft configuration essentially resulting in 21 'Block 30' B-2 aircraft. The primary modification budgeted in FY02 is the UHF/SATCOM/ANDVT/DAMA Upgrade. Specific modifications budgeted and programmed are below.

Note: The FY03-FY07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|------------------------|--------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| | T8137 | UHF SATCOM UPGRAD | | 18.7 | 11.3 | 5.5 | | | | | | 42.2 |
| | Z88888 | REPROGRAMMINGS | 3.9 | 0.9 | | | | | | | | 0.1 |
| TOTAL FOR CLASS P | | | 17.2 | 24.5 | 11.9 | 20.8 | 23.2 | 51.1 | 38.7 | 20.1 | 21.6 | 295.7 |
| TOTAL FOR AIRCRAFT B-2 | | | 17.2 | 24.5 | 11.9 | 20.8 | 23.2 | 51.1 | 38.7 | 20.1 | 21.6 | 295.7 |

Totals may not add due to rounding.

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: JASSM MN-110009
Models of Aircraft Affected: B-2

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-2 Class P
PE 0101127F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This effort integrates the Joint Air-to-Surface Standoff Missile, the only weapons acquisition program on the horizon which is able to meet the launch and leave, range, and precision strike requirements specified in the B-2 Operational Requirements Document (ORD). This modification provides for Group A hardware (cables and wiring) required for JASSM integration and trainer modifications designed to simulate the JASSM display on the aircraft. The FY01 flight test will have no impact on the Group A hardware and minimal impact on trainer modifications.

Aircraft Breakdown: Active 5, 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. The JASSM integration contract was awarded to Northrop Grumman in May 99. System requirement review is complete. JASSM RDT&E entails development of the mission independent data file, updates to the lab software and the Air Force Mission Support System (AFMSS), Seek Eagle Aerodynamic tests, wind tunnel tests, ground fit checks, and flight tests. One aircraft will be upgraded during development.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 11.8 | | 33.4 | | 24.3 | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | [5] | 5.3 | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | 5.3 | | | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 69.4 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | [5] | 5.3 |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 5.3 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 14 Months

Follow-On Lead Time: 9 Months

Milestones

| | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | 07/00 | 01/01 |
| Delivery Date (Month/CY) | | 09/01 | 10/01 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SPARE COMPONENT UPGRADES MN-110012
Models of Aircraft Affected: B-2

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-2 Class P
PE 0101127F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This effort 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.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | [998] | 40.0 | [77] | 3.1 | | | | | | | | |
| TOTAL COST (BP-1100) | | 40.0 | | 3.1 | | | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | [1,075] | 43.1 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 43.1 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

| | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 04/96 | 04/96 | 04/97 | 10/97 | 10/98 | 10/99 |
| Delivery Date (Month/CY) | 07/96 | 07/96 | 07/97 | 01/98 | 01/99 | 01/00 |

Installation Schedule

| | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: DDU SOLID STATE MN-110019
Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-2 Class P
PE 0101127F Team POWER

Description/Justification

Modification complete.

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 decreasing demand for DDU technology, coupled with the decreasing availability of the skilled labor force required to build spares and repair existing units, is anticipated to significantly raise the DDU support costs. The production and repair of the optical drives is a very labor intensive effort and can take up to several months for one unit. This modification makes use of off-the-shelf technology to provide a more reliable and supportable unit. Additionally, it provides the benefits of virtually unlimited storage capacity and easy installation. Three air vehicle upgrades will occur in the PDM line. Air Force Personnel will do the remainder as a field level installation. Short initial lead-time is due to contractor action to prepare for production of initial kits.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0

Development Status

Development complete. Development included the trial install of a kit in an aircraft.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | 5.4 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | [10] | 2.5 | [11] | 1.6 | | | | | | | | |
| EQUIP | | 0.2 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.3 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.5 | | 0.3 | | | | | | | | |
| SPARES | | | [3] | 0.2 | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-99 0 KITS | [3] | 0.0 | | | | | | | | | | |
| TOTAL INSTALL | 3 | 0.0 | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 3.5 | | 2.1 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 5.4 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [21] | 4.1 |
| EQUIP NONREC | | | | | | | | | | 0.2 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.3 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.8 |
| SPARES | | | | | | | | | [3] | 0.2 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-99 0 KITS | | | | | | | | | [3] | 0.0 |
| TOTAL INSTALL | | | | | | | | | 3 | 0.0 |
| TOTAL COST (BP-1100) | | | | | | | | | | 5.7 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 1 Month

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | | | |
| Output | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: EGBU-28 TRAINER INTEGRATION MN-110027
Models of Aircraft Affected: B-2

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-2 Class P
PE 0101127F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This funding supports efforts to bring the Aircrew Training System (ATS) and Weapons Loading Trainer (WLT) into full concurrency with the integration of EGBU-28 on the B-2 aircraft. If the EGBU-28 capability is not integrated into the ATS and WLT, EGBU-28 training will have to occur on combat ready aircraft; and, given the small size of the B-2 fleet, will negatively impact the weapon system's overall availability and Mission Capable rates. B-2 integration of the EGBU-28 (4700lb Inertial Navigation System (INS)/Global Positioning System (GPS) guided munition) will provide a near precision strike capability against hard and deeply buried targets during all weather conditions. It will allow a weapon load-out of four EGBU-28s per Rotary Launch Assembly (or eight EGBU-28s per sortie). B-2 integration of the EGBU-28 was initiated with FY00 Congressional plus-up funds (\$16.8M RDT&E) and continued with FY01 plus-up funds (\$15M RDT&E, \$3M Procurement).

Aircraft Breakdown: Active 8, Reserve 0, ANG 0

Development Status

Development began in FY00.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | 20.9 | | 14.0 | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | [8] | 3.0 | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | | | 3.0 | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 34.9 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | [8] | 3.0 |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 3.0 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation:

Initial Lead Time: 16 Months

Follow-On Lead Time: 0 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | 09/02 |
| Delivery Date (Month/CY) | | | 01/04 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: LOW COST RETROFIT MODS MN-99999U
Models of Aircraft Affected: B-2

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-2 Class P
PE 0101127F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This program procures kits to incorporate low cost engine improvements such as but not limited to the following: Main Engine Control Hydroclone (FY98-00) introduces a new actuator link pin, improved servo filter, and unitized VSV spring, improving safety, reliability and maintainability. Pyrometer Improvement (FY99-01) improves reliability of a high maintenance driver. LPT Stage 1 Blade Retainer (FY00-03) redesigns current part to increase life to meet one schedule depot visit. Fan IGV Bushing Improvement (FY00-04) redesign is being driven by wear in IGV bushing. Front Frame Oil Tube Improvement (FY01-04) prevents tube fatigue, which can result in oil loss and engine seizure. HPT C-Clip change (FY01-05) redesign will prevent C-clip liberation. Turbine Frame Oil Tube Improvement (FY01-05) change from bracket to damper configuration to prevent tube failure. This mod will also include other low cost initiatives as required. The FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | [1] | 2.2 | | 0.3 | | 0.2 | | 0.2 | | 0.5 | | 0.6 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.0 | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 2.2 | | 0.3 | | 0.2 | | 0.2 | | 0.5 | | 0.6 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | 1.6 | | 0.5 | | 0.3 | | 0.1 | [1] | 6.6 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.0 |
| TOTAL COST (BP-1100) | | 1.6 | | 0.5 | | 0.3 | | 0.1 | | 6.6 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-96

Contract Date (Month/CY)

Delivery Date (Month/CY)

Installation Schedule

FY-96

| Quarters | 1 | 2 | 3 | 4 |
|----------|---|---|---|---|
| Input | | | | |
| Output | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: LOW COST MODIFICATIONS MN-99999X
Models of Aircraft Affected: B-2

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-2 Class P
PE 0101127F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

These funds are required to support B-2 modifications low in cost, but essential to the B-2 baseline aircraft. The mods being accomplished include, but are not limited to the following: The flooring upgrade (FY98-00) will add permanent flooring to the HIAC bay, which will reduce damage that occurs when installing the temporary flooring before performing maintenance. DMS Antennas (FY00) will be upgraded by AF personnel at WAFB. FY01+ funding will be used to improve air vehicle systems including spares & support equipment to meet operator requirements. The funds will be used to cover other low cost aircraft mods as they are identified. The FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

As required.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | [1] | 3.0 | | 1.6 | | 0.5 | | 0.4 | | 0.6 | | 1.1 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGP II | | 0.1 | | | | | | | | | | |
| FOT&E | | | | | | | | | | | | |
| AWATING BTR | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 3.1 | | 1.6 | | 0.5 | | 0.4 | | 0.6 | | 1.1 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | 1.9 | | 1.0 | | 1.0 | | 0.8 | [1] | 11.9 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGP II | | | | | | | | | | 0.1 |
| FOT&E | | | | | | | | | | |
| AWATING BTR | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 1.9 | | 1.0 | | 1.0 | | 0.8 | | 12.0 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

FY-96

Contract Date (Month/CY)

Delivery Date (Month/CY)

Installation Schedule

FY-96

| Quarters | 1 | 2 | 3 | 4 |
|----------|---|---|---|---|
| Input | | | | |
| Output | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: FM IMMUNITY MN-DC101
Models of Aircraft Affected: B-2

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-2 Class P
PE 0101127F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This upgrade will allow the B-2 to operate the Instrument Landing System (ILS) in European countries with FM broadcasting radio stations. This upgrade consists of updating the ILS receivers to provide FM noise immunity. There is no Group A required. FM Immunity is a Global Air Traffic Management (GATM) requirement. Failure to complete this upgrade may force the B-2 to fly under undesirable flight path constraints.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0

Development Status

No development is required since this is an off the shelf item.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | 21 | 1.1 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | [4] | 0.1 | | | | | | |
| SPARES | | | | | [2] | 0.1 | | | | | | |
| TOTAL COST (BP-1100) | | | | | 21 | 1.2 | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 21 | 1.1 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | [4] | 0.1 |
| SPARES | | | | | | | | | [2] | 0.1 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 21 | 1.2 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-01

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: UHF SATCOM UPGRADE MN-T8137
Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-2 Class P
PE 0101127F Team POWER

Description/Justification

This effort replaces the current UHF/VHF line-of-sight (ARC-215) radios with the Airborne Integrated Terminal (AIT) radio (2 per shipset bought under the AITG program and installed by user) along with a newly developed RF switch/bus unit (RFSU) and LNA (low noise amplifier)/Diplexer. The existing UHF LO SATCOM antenna will also be replaced with an improved gain UHF SATCOM antenna. This upgrade will provide ACC with secure, long range voice and data SATCOM capability, as well as interoperability with other Have Quick II users (allowing the B-2 to participate as part of the total force package) and 8.33KHz spacing on VHF for Eurocontrol. The LO antenna RFSU and LNA/Diplexer development risk is low to moderate. Purchase of the kits in FY01-02 is dependent on joint funding between the B-2 and MILSATCOM Terminals PEs in FY01-02 (B-2 PE 11127 FY98 - \$6.794M; FY01 - \$8.597M; FY02 - \$0.378M; FY03 - \$5.5M; MILSATCOM Terminals PE 33601 FY01 - \$10.077M; FY02 - \$10.895M). UHF B-Kits are provided by MILSATCOM Terminals as GFE to the B-2 program. The FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

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

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 79.9 | | 0.1 | | 1.7 | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 1 | 2.0 | 1 | 1.8 | | | | |
| KITS NONRECUR | | | | | | 11.8 | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | 4.9 | | | | | | |
| SIM/TRAINER | [2] | 6.8 | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | | | | | 9.5 | | 4.5 | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 1 KITS | | | | | | | | | [1] | 0.5 | | |
| FY-02 1 KITS | | | | | | | | | [1] | 0.5 | | |
| TOTAL INSTALL | | | | | | | | | 2 | 1.0 | | |
| TOTAL COST (BP-1100) | | | | | 1 | 18.7 | 1 | 11.3 | | 5.5 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 81.7 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 2 | 3.8 |
| KITS NONRECUR | | | | | | | | | | 11.8 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 4.9 |
| SIM/TRAINER | | | | | | | | | [2] | 6.8 |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 14.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 1 KITS | | | | | | | | | [1] | 0.5 |
| FY-02 1 KITS | | | | | | | | | [1] | 0.5 |
| TOTAL INSTALL | | | | | | | | | 2 | 1.0 |
| TOTAL COST (BP-1100) | | | | | | | | | 2 | 42.2 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 22 Months

Follow-On Lead Time: 18 Months

Milestones

| | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | 09/01 | 01/02 | | |
| Delivery Date (Month/CY) | | | | 07/03 | 07/03 | | |

Installation Schedule

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

| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|-----------|----------|----------|-----------------------------|----------|----------|-------------------|----------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: B-1B | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$113.661 | \$48.348 | \$95.493 | \$62.511 | \$64.369 | \$30.403 | \$75.048 | \$64.139 |

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 FY02 is to increase conventional weapons capabilities and improve reliability and maintainability. The primary modification budgeted in FY02 is a continuation of the RF Towed Decoy System. The specific modifications budgeted and programmed are below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|---------------------|--------|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| P-S | 10407A | AFT DC POWER UPGR | 2.7 | | | | | | | | | 44.1 |
| | 4333 | FIRE WARNING AND E | 1.9 | | | | | | | | | 9.9 |
| TOTAL FOR CLASS P-S | | | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54.0 |
| P | 3150-R | NAVSTAR GPS - COMM | 39.1 | 6.1 | | | | | | | | 146.9 |
| | 4165 | EMERGENCY RESTRAI | 0.1 | 0.1 | 0.1 | | | | | | | 0.9 |
| | 4252 | AVIONICS COMPUTER | 8.2 | 1.2 | 24.2 | 47.6 | 25.8 | 8.3 | 3.3 | | | 118.6 |
| | 4253 | JDAM/1760 CONVENTI | 10.9 | 4.8 | | | | | | | | 59.6 |
| | 4273 | JSOW INTEGRATION | | | | 2.1 | | | | | | 2.1 |
| | 4274 | JASSM INTEGRATION | | | 8.7 | | | | | | | 8.7 |
| | 5013 | RF TOWED DECOY SY | 24.3 | 22.4 | 10.0 | 2.8 | 3.0 | | | | | 134.6 |
| | 5047 | SIMULATOR UPDATES | 5.7 | 4.9 | 5.5 | | | | | | | 42.7 |
| | 5048 | WIND CORRECTED MU | 4.5 | 0.1 | 0.2 | | 23.5 | | 3.9 | | | 32.1 |
| | 6039 | F101 DIGITAL ENGINE | | 5.3 | 8.1 | 8.6 | 5.2 | 0.6 | | | | 27.7 |

Totals may not add due to rounding.

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

| | | | | | | | | |
|--|-----------|----------|----------|------------------------------------|----------|----------|--------------------------|----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: B-1B | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$113.661 | \$48.348 | \$95.493 | \$62.511 | \$64.369 | \$30.403 | \$75.048 | \$64.139 |

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 FY02 is to increase conventional weapons capabilities and improve reliability and maintainability. The primary modification budgeted in FY02 is a continuation of the RF Towed Decoy System. The specific modifications budgeted and programmed are below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | 6847 | AN/ALQ-161A BAND 5 A | | | 3.0 | 0.3 | | | | | | 3.3 |
| | 7242 | AN/ALQ-161A BAND 8 R | | | | | | | 12.3 | 10.9 | 7.3 | 30.5 |
| | 8421 | LINK 16 | 12.8 | | | | | | | | | 12.8 |
| | 8422 | 500 Lb. JDAM INTEGRA | | | | | | 12.0 | 52.2 | 28.3 | 8.9 | 101.5 |
| | 8495 | AN/ALQ-161A DIRECTI | | | 4.1 | 0.9 | | | | | | 5.0 |
| | 8525 | AN/ALQ-161A JAMMER | | | | | | 2.2 | 0.5 | | | 2.7 |
| | 8970 | AN/ALQ-161A TAIL WAR | | | | | 6.9 | 5.4 | 1.0 | | | 13.3 |
| | 8972 | INTERMEDIATE AUTOM | | | 17.4 | | | | | | | 17.4 |
| | 8973 | LOWER RUDDER HYDR | | | 0.9 | | | | | | | 0.9 |
| | 8974 | THREAT SITUATIONAL | | | 11.4 | | | | | | | 11.4 |
| | 8975 | SMALL DIAMETER BOM | | | | | | | | 23.0 | | 23.0 |
| | 99999X | LOW COST MODIFICAT | 0.7 | 0.2 | 1.9 | 0.3 | 0.1 | 1.9 | 1.9 | 1.9 | | 9.6 |
| | DC101 | FM IMMUNITY | | 1.5 | | | | | | | | 1.5 |

Totals may not add due to rounding.

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

| | | | | | | | | |
|--|-----------|----------|----------|------------------------------------|----------|----------|--------------------------|----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: B-1B | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$113.661 | \$48.348 | \$95.493 | \$62.511 | \$64.369 | \$30.403 | \$75.048 | \$64.139 |

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 FY02 is to increase conventional weapons capabilities and improve reliability and maintainability. The primary modification budgeted in FY02 is a continuation of the RF Towed Decoy System. The specific modifications budgeted and programmed are below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | Z88888 | REPROGRAMMINGS | 2.6 | 1.7 | | | | | | | | 4.7 |
| TOTAL FOR CLASS P | | | 109.1 | 48.4 | 95.6 | 62.5 | 64.4 | 30.4 | 75.0 | 64.1 | 16.2 | 811.5 |
| TOTAL FOR AIRCRAFT B-1 | | | 113.7 | 48.4 | 95.6 | 62.5 | 64.4 | 30.4 | 75.0 | 64.1 | 16.2 | 865.6 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 28 | PAGE NO. 3 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: AFT DC POWER UPGRADE MN-10407A
Models of Aircraft Affected: B-1B

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P-S
PE 0101126F Team POWER

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

Description/Justification

B-1 aircraft periodically experience electrical bus 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-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | 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 | | 1.6 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 1.0 | | 1.0 | | | | | | | | |
| SIM/TRAINER | | 1.4 | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.7 | | | | | | | | | | |
| MOD OF SPARES | [39] | 0.9 | | 0.1 | | | | | | | | |
| OGC | | 0.0 | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-94 11 KITS | [11] | 2.4 | | | | | | | | | | |
| FY-95 23 KITS | [23] | 5.5 | | | | | | | | | | |
| FY-96 23 KITS | [22] | 5.1 | | | | | | | | | | |
| FY-97 23 KITS | [23] | 5.3 | | | | | | | | | | |
| FY-98 15 KITS | [9] | 2.5 | [6] | 1.5 | | | | | | | | |
| TOTAL INSTALL | 88 | 20.8 | 6 | 1.5 | | | | | | | | |
| TOTAL COST (BP-1100) | 95 | 41.4 | | 2.7 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| 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 | | | | | | | | | | 2.0 |
| SIM/TRAINER | | | | | | | | | | 1.4 |
| SUPPORT-EQUIP | | | | | | | | | | 0.7 |
| MOD OF SPARES | | | | | | | | | [39] | 1.0 |
| OGC | | | | | | | | | | 0.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-94 11 KITS | | | | | | | | | [11] | 2.4 |
| FY-95 23 KITS | | | | | | | | | [23] | 5.5 |
| FY-96 23 KITS | | | | | | | | | [22] | 5.1 |
| FY-97 23 KITS | | | | | | | | | [23] | 5.3 |
| FY-98 15 KITS | | | | | | | | | [15] | 4.0 |
| TOTAL INSTALL | | | | | | | | | 94 | 22.3 |
| TOTAL COST (BP-1100) | | | | | | | | | 95 | 44.1 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 Months

Milestones

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

| | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| 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 | | 6 | 2 | 5 | | 3 | 5 | 4 |
| Output | | | | | | | 1 | | | 5 | 5 | 7 | | 5 | 5 | 5 | | 6 | 6 | 9 | | 5 | 6 | 5 | | 3 | 3 | 5 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
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 (e.g., JDAM & JSOW). The communications upgrade portion of the modification installs an anti-jam UHF/VHF/SINCGARS 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

Development Complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 378.9 | | 0.5 | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 91 | 30.0 | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | [91] | 39.2 | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | 0.1 | | 0.1 | | | | | | |
| DATA | | 1.9 | | | | | | | | | | |
| SIM/TRAINER | [29] | 1.7 | | | | | | | | | | |
| SUPPORT-EQUIP | | 4.3 | | 2.4 | | | | | | | | |
| GFP | | 4.4 | | 0.0 | | | | | | | | |
| ICS | | 0.4 | | 0.1 | | 0.5 | | | | | | |
| OGC | | | | 0.0 | | 0.1 | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-96 2 KITS | [2] | 1.4 | | | | | | | | | | |
| FY-97 28 KITS | [28] | 18.4 | | | | | | | | | | |
| FY-98 61 KITS | | | [53] | 36.6 | [8] | 5.5 | | | | | | |
| TOTAL INSTALL | 30 | 19.8 | 53 | 36.6 | 8 | 5.5 | | | | | | |
| TOTAL COST (BP-1100) | 91 | 101.7 | | 39.1 | | 6.1 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | 46.6 | | 379.4 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 91 | 30.0 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [91] | 39.2 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.2 |
| DATA | | | | | | | | | | 1.9 |
| SIM/TRAINER | | | | | | | | | [29] | 1.7 |
| SUPPORT-EQUIP | | | | | | | | | | 6.7 |
| GFP | | | | | | | | | | 4.4 |
| ICS | | | | | | | | | | 1.0 |
| OGC | | | | | | | | | | 0.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-96 2 KITS | | | | | | | | | [2] | 1.4 |
| FY-97 28 KITS | | | | | | | | | [28] | 18.4 |
| FY-98 61 KITS | | | | | | | | | [61] | 42.0 |
| TOTAL INSTALL | | | | | | | | | 91 | 61.8 |
| TOTAL COST (BP-1100) | | | | | | | | | 91 | 146.9 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 18 Months

Follow-On Lead Time: 16 Months

Milestones

| | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | 06/96 | 03/97 | 03/98 | | | | |
| Delivery Date (Month/CY) | | | | 12/97 | 07/98 | 07/99 | | | | |

Installation Schedule

| | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|----|----|--|--|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | |
| Input | | | | | | | | | | | | | | | | | | | | | 1 | | 4 | 3 | | | 5 | 8 | 9 | 12 | 13 | 14 | 14 | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | 4 | 3 | 4 | 8 | 6 | 13 | 13 | 13 | | |

Installation Schedule Continued

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 2 | 4 | 1 | 1 | | | | |
| Output | 12 | 7 | 3 | 2 | 2 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: AVIONICS COMPUTERS MN-4252
Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
PE 0101126F Team POWER

Description/Justification

This modification increases the B-1's conventional weapons capability by upgrading six avionics computer units (ACUs) with 4 upgraded ACUs and upgrading two Data Transfer Units (DTUs) along with related support equipment Conventional Bomb Module Test Sets (CBMTS). This increases data processing capability and significantly improves long term supportability. The upgrade also enables simultaneous carriage of up to 3 different weapon types (weapon flexibility) and greatly reduces the software maintenance costs. Sixty kits for the aircraft are being procured. This modification is managed with the WCMD integration (MN-5048) [ie; Same contract, same contractor, etc...]. The first 6 kits (kit proof) are procured with a lead time of 17 months. The first lot of production units will be produced with a lead time of 15 months. The second lot will be produced with a lead time of 13 months. The DMS funds in FY02 are to procure computer chips and components for all 60 modification kits to prevent loss of the manufacturing source due to the manufacturer moving to the next technology insertion cycle (occurs approximately every 18-24 months in the computer processor industry).

FY03-FY07 BUDGET NUMBERS DO NOT REFLECT THE DOD STRATEGIC REVIEW RESULTS

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

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

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 147.7 | | 40.9 | | 30.3 | | 31.7 | | 2.5 | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 6 | 1.5 | | | | | 43 | 12.8 | 11 | 4.9 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | [6] | 5.2 | | | | | [43] | 23.5 | [11] | 5.0 |
| EQUIP | | | | 1.3 | | 0.8 | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | 0.4 | | | 1.8 | | 2.4 |
| DATA | | | | | | 0.2 | | | | 1.1 | | 1.1 |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | 0.3 | | | | | | 3.6 | | |
| OGC | | | | | | | | 0.0 | | 4.0 | | 3.5 |
| DMS (Diminished Manufacturing Sources) | | | | | | | | 23.4 | | | | 6.4 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 6 KITS | | | | | [1] | 0.3 | [2] | 0.5 | [3] | 0.8 | | |
| FY-03 43 KITS | | | | | | | | | | | [8] | 2.4 |
| FY-04 11 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | 1 | 0.3 | 2 | 0.5 | 3 | 0.8 | 8 | 2.4 |
| TOTAL COST (BP-1100) | | | 6 | 8.2 | | 1.2 | | 24.2 | 43 | 47.6 | 11 | 25.8 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | 4.0 | | 253.2 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | 0.6 | | | | | 60 | 19.8 |
| KITS NONRECUR EQUIPMENT | | | | | | | | | [60] | 33.7 |
| EQUIP NONREC | | | | | | | | | | 2.1 |
| CHANGE ORDERS | | | | 0.1 | | | | | | 4.7 |
| DATA | | | | | | | | | | 2.5 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 3.9 |
| OGC | | 0.3 | | 0.1 | | | | | | 7.9 |
| DMS (Diminished Manufacturing Sources) | | | | | | | | | | 29.8 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 6 KITS | | | | | | | | | [6] | 1.5 |
| FY-03 43 KITS | [35] | 7.6 | | | | | | | [43] | 9.9 |
| FY-04 11 KITS | [3] | 0.4 | [8] | 2.5 | | | | | [11] | 2.9 |
| TOTAL INSTALL | 38 | 8.0 | 8 | 2.5 | | | | | 60 | 14.4 |
| TOTAL COST (BP-1100) | | 8.3 | | 3.3 | | | | | 60 | 118.6 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 17 Months

Follow-On Lead Time: 15 Months

Milestones

| | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | | | | | 11/99 | | | 03/03 | 11/03 | | |
| Delivery Date (Month/CY) | | | | | | | | 04/01 | | | 06/04 | 02/05 | | |

Installation Schedule

| | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|----|----|--------------|----|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|---|
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | 1 | | | | 2 | 1 | 1 | 1 | | | | | | 8 | 8 | 11 | 10 | 9 | 8 | | | | | | | | | | | | | | |
| Output | | | | | 1 | | | | 1 | 2 | 1 | 1 | | | | | 1 | 7 | 11 | 10 | 10 | 10 | 5 | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
PE 0101126F Team POWER

Description/Justification

This modification procures 129 launcher conversion kits to integrate Mk-84 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. 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. Each B-1B aircraft can carry up to 3 launchers.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

Complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | [81] | 40.7 | [34] | 10.3 | [14] | 4.8 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.2 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 2.9 | | 0.6 | | | | | | | | |
| ICS | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 43.8 | | 10.9 | | 4.8 | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [129] | 55.9 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.2 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 3.5 |
| ICS | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 59.6 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 23 Months

Follow-On Lead Time: 22 Months

Milestones

| | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 06/96 | 02/97 | 09/98 | 01/99 | 12/99 | 11/00 |
| Delivery Date (Month/CY) | 05/98 | 12/98 | 07/00 | 11/00 | 10/01 | 09/02 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: JASSM INTEGRATION MN-4274
Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
PE 0101126F Team POWER

Description/Justification

The Joint Air to Surface Standoff Missile (JASSM) is a powered guided weapon with long range standoff capability. JASSM integration will provide improved combat effectiveness and aircraft survivability. Included in this upgrade are modifications to 129 B-1B multipurpose rotary launchers (MPRLs), modifications to the associated launcher support equipment, and updates to the technical data. This modification also funds the power modification to the MPRL to increase available power for all weapons on the MPRL. Each of the 60 B-1B aircraft can carry up to 3 MPRLs and each MPRL can carry 8 weapons. JASSM and JSOW EMD (3600) dollars are reported together due to the contracted EMD effort being non-segregable between the two.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Risk reduction started in FY98. EMD began in FY99.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 18.0 | | 9.1 | | 9.9 | | 36.3 | | 14.2 | | 7.0 |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | 129 | 6.6 | | | | |
| EQUIP | | | | | | | | 0.6 | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | 0.2 | | | | |
| DATA | | | | | | | | 0.7 | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | 0.7 | | | | |
| TOTAL COST (BP-1100) | | | | | | | 129 | 8.7 | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 94.6 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 129 | 6.6 |
| EQUIP NONREC | | | | | | | | | | 0.6 |
| CHANGE ORDERS | | | | | | | | | | 0.2 |
| DATA | | | | | | | | | | 0.7 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.7 |
| TOTAL COST (BP-1100) | | | | | | | | | 129 | 8.7 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 16 Months

Follow-On Lead Time: 0 Months

Milestones

| | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | | 03/02 |
| Delivery Date (Month/CY) | | | | | 07/03 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Models of Aircraft Affected: B-1B

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P-S
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 is being redesigned to eliminate a single point failure mode that existed in the FY95/96 upgrade kits. Funds in FY98, FY99 and FY00 are budgeted to implement this deficiency fix. Kit quantities in FY99/00 reflect the modification kits required for B-1B modification with the new design FWEP.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

Complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 154 | 3.6 | 34 | 1.2 | | | | | | | | |
| KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 1.7 | | 0.6 | | | | | | | | |
| SIM/TRAINER | [22] | 1.0 | | | | | | | | | | |
| SUPPORT-EQUIP | | 1.8 | | | | | | | | | | |
| OGC | | 0.0 | | 0.1 | | | | | | | | |
| OTHER | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | 154 | 8.1 | 34 | 1.9 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 188 | 4.8 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 2.3 |
| SIM/TRAINER | | | | | | | | | [22] | 1.0 |
| SUPPORT-EQUIP | | | | | | | | | | 1.8 |
| OGC | | | | | | | | | | 0.1 |
| OTHER | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 188 | 9.9 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

| | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 05/96 | 05/96 | | 08/00 | 02/01 | 02/01 |
| Delivery Date (Month/CY) | 02/97 | 02/97 | | 12/00 | 11/01 | 11/01 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: RF TOWED DECOY SYSTEMS ALE-50 MN-5013
 Models of Aircraft Affected: B-1B

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-1 Class P
 PE 0101126F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This modification installs the Navy AN/ALE-50(V)-1 Towed Decoy System (TDS) on the B-1B. The major components of the TDS include 2 launcher controllers, 2 launchers with magazines and canisters, and 8 AN/ALE-50 decoy rounds. TDS will employ the AN/ALE-50 as a repeater decoy to improve the survivability of the B-1B against 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 were installed with FY96 funds. FY97 funds are for the kit proof kit, which was awarded before the FY96 acceleration. One kit was acquired and installed on the test aircraft using 3600 funds. P3I program allows installation of improved launchers & controls beginning in FY01 and retrofit of 24 fielded aircraft. Kit for 93rd aircraft procured with 3600 funds in support of Defensive System Upgrade Program (DSUP) EMD. Group A Kit for 92nd aircraft from contract equitable adjustment. Four kits were procured with FY99 3017 Supplemental funds (documented in this mod), but will be installed with 3010 BP11 funds. Prior to FY99, program funded within PE 0207442F. Group A kit procurement in FY02 required to modify aircraft scheduled to be retained in the active B-1 fleet. The Group B required to fill the last 12 aircraft will be removed from previously modified aircraft that are placed in long term storage.

FY03-07 BUDGET NUMBERS DOE NOT REFLECT DOD STRATEGIC REVIEW RESULTS

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Compete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 29.7 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 47 | 31.5 | 19 | 10.2 | 13 | 5.7 | 12 | 5.4 | | | | |
| KITS NONRECUR | | 5.9 | | | | | | | | | | |
| EQUIPMENT | [47] | 25.8 | [19] | 10.0 | [26] | 12.8 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 2.2 | | 0.8 | | | | 0.2 | | | | 0.2 |
| DATA | | 0.7 | | 0.1 | | 0.0 | | 0.1 | | 0.0 | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.9 | | 0.2 | | 0.1 | | 0.1 | | | | |
| CONT LIAB | | 0.5 | | | | | | | | | | |
| OGC | | 0.5 | | 0.0 | | 0.0 | | 0.2 | | 0.1 | | 0.1 |
| GFP | | 0.3 | | | | | | | | | | |
| FLIGHT TEST | | 1.0 | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-96 11 KITS | [11] | 1.9 | | | | | | | | | | |
| FY-97 1 KITS | [1] | 0.2 | | | | | | | | | | |
| FY-98 12 KITS | [4] | 0.8 | [8] | 1.4 | | | | | | | | |
| FY-99 23 KITS | | | [9] | 1.6 | [10] | 2.1 | [5] | 1.1 | | | | |
| FY-00 19 KITS | | | | | [8] | 1.7 | [10] | 2.3 | | | | |
| FY-01 13 KITS | | | | | | | [3] | 0.7 | [10] | 2.3 | | |
| FY-02 12 KITS | | | | | | | | | [2] | 0.4 | [10] | 2.7 |
| TOTAL INSTALL | 16 | 2.8 | 17 | 3.0 | 18 | 3.8 | 18 | 4.1 | 12 | 2.7 | 10 | 2.7 |
| TOTAL COST (BP-1100) | 47 | 72.1 | 19 | 24.3 | 13 | 22.4 | 12 | 10.0 | | 2.8 | | 3.0 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 29.7 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 91 | 52.8 |
| KITS NONRECUR | | | | | | | | | | 5.9 |
| EQUIPMENT | | | | | | | | | [92] | 48.5 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 3.5 |
| DATA | | | | | | | | | | 1.0 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 1.2 |
| CONT LIAB | | | | | | | | | | 0.5 |
| OGC | | | | | | | | | | 0.9 |
| GFP | | | | | | | | | | 0.3 |
| FLIGHT TEST | | | | | | | | | | 1.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-96 11 KITS | | | | | | | | | [11] | 1.9 |
| FY-97 1 KITS | | | | | | | | | [1] | 0.2 |
| FY-98 12 KITS | | | | | | | | | [12] | 2.2 |
| FY-99 23 KITS | | | | | | | | | [24] | 4.8 |
| FY-00 19 KITS | | | | | | | | | [18] | 4.0 |
| FY-01 13 KITS | | | | | | | | | [13] | 3.0 |
| FY-02 12 KITS | | | | | | | | | [12] | 3.1 |
| TOTAL INSTALL | | | | | | | | | 91 | 19.1 |
| TOTAL COST (BP-1100) | | | | | | | | | 91 | 134.6 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 16 Months

Follow-On Lead Time: 16 Months

Milestones

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

Installation Schedule

| | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|---|---|--------------|---|---|---|---|---|---|---|
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | 1 | | | | 4 | 3 | | | 5 | 3 | 4 | 3 | 4 | 6 | 2 | 4 | 6 | 6 | 6 | 4 | 5 | 4 | 5 | 3 | 4 | 1 | 4 | |
| Output | | | | | | | | | 1 | | | | 4 | 2 | 1 | | 2 | 6 | 4 | 2 | 3 | 6 | 6 | 5 | 3 | 10 | 6 | 2 | 5 | 4 | 4 | 2 | | | | |
| | <u>FY-04</u> | | | | <u>FY-05</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | 4 | 3 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | 2 | 5 | 3 | 2 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SIMULATOR UPDATES MN-5047
Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
PE 0101126F Team POWER

Description/Justification

This modification provides hardware and software updates to the training system to reflect the aircraft configuration. FY98 funds purchased a computational system upgrade to the Maintenance Training Equipment (MTE) and FY97 funds purchased a computational system upgrade to the Cockpit Procedures Trainer (CPT). These upgrades will expand memory and spare time in both devices to accommodate Block D upgrades. The FY00 through FY01 funds are for a computational system upgrade to the Weapon Systems Trainer (flight simulator), the Mission Trainer (aft station simulator), and the rehost/upgrade of the WST/MT Instructor Operator Stations (IOS). Without these upgrades, the trainers cannot be modified to reflect the conventional mission upgrades being accomplished on the aircraft. The FY02 funds are required for upgrades to the Avionics/Armaments System Trainer (A/AMTS), one of two primary maintenance trainers. Without this upgrade to the A/AMTS, the trainer will not reflect critical functionality added to the aircraft baseline and maintenance technicians cannot adequately be trained to recognize new aural tones heard as a result of Block D modifications. In addition, FY02 funds are required to implement the OSD directed high level architecture (HLA) in the WST. The HLA upgrade enables the integration of the B-1 training system with other distributed mission training capable systems. The quantities shown are not for purchase of simulators, but rather for updates being done to a variety of trainers/simulators already owned and maintained. The quantities pertain only to the number of different trainers being modified with each change, not the level of effort on each different trainer or even the consistency between the trainer modifications.

FY03-FY07 BUDGET NUMBERS DO NOT REFLECT THE DOD STRATEGIC REVIEW RESULTS.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

No development.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 24.8 | | 13.0 | | 10.1 | | 4.8 | | 1.7 | | 14.3 |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.0 | | | | | | | | | | |
| SIM/TRAINER | [29] | 26.6 | [4] | 5.7 | [8] | 4.9 | [11] | 5.5 | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | 5.7 | | 4.9 | | 5.5 | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 68.6 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.0 |
| SIM/TRAINER | | | | | | | | | [52] | 42.7 |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 42.7 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 Months

Milestones

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

Installation Schedule

| | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|---|
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
PE 0101126F Team POWER

Description/Justification

Modify 10-carry conventional bomb module through the addition of MIL-STD 1760 hardware to integrate Wind Corrected Munitions Dispenser (WCMD) to the B-1B. This modification provides B-1B the capability to integrate WCMD on the aircraft. It will leverage previous MIL-STD 1760 development efforts performed for CMUP Phase II JDAM integration. Three WCMD kits will support the B-1B Block E Required Available Assets (RAA) requirement. WCMD capability will be tested as part of the avionics computer upgrade Development Test & Evaluation flight test program. RDT&E (3600) funding is carried through FY03 to cover the WCMD portion of the avionics computer upgrade flight test program. This modification is managed with the avionics computer upgrade (MN-4252) [i.e. same contract, same contractor, etc...].

****FY03-FY07 BUDGET NUMBERS DO NOT REFLECT THE DOD STRATEGIC REVIEW RESULTS****

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

EMD started in FY96.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | 36.9 | | 14.9 | | 13.9 | | 13.7 | | 1.6 | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | [23] | 9.2 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 3 | 2.5 | | | | | | | 23 | 11.9 |
| EQUIP | | | | 1.8 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | 1.2 |
| DATA | | | | 0.2 | | | | | | | | 0.3 |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | | | 0.0 | | | | | | 0.9 |
| GFE | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 3 KITS | | | | | [1] | 0.1 | [2] | 0.2 | | | | |
| FY-04 23 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | 1 | 0.1 | 2 | 0.2 | | | | |
| TOTAL COST (BP-1100) | | | 3 | 4.5 | | 0.1 | | 0.2 | | | 23 | 23.5 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 81.0 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | [23] | 9.2 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 26 | 14.4 |
| EQUIP NONREC | | | | | | | | | | 1.8 |
| CHANGE ORDERS | | | | 0.3 | | | | | | 1.4 |
| DATA | | | | 0.1 | | | | | | 0.7 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | 0.9 | | | | | | 0.9 |
| OGC | | | | 0.2 | | | | | | 1.2 |
| GFE | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 3 KITS | | | | | | | | | [3] | 0.2 |
| FY-04 23 KITS | | | [23] | 2.3 | | | | | [23] | 2.3 |
| TOTAL INSTALL | | | 23 | 2.3 | | | | | 26 | 2.5 |
| TOTAL COST (BP-1100) | | | | 3.9 | | | | | 26 | 32.1 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 16 Months

Follow-On Lead Time: 20 Months

Milestones

| | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | | 11/99 | | | | 01/04 | | | |
| Delivery Date (Month/CY) | | | | | 03/01 | | | | 09/05 | | | |

Installation Schedule

| | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|---|
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: F101 DIGITAL ENGINE CONTROL (DEC) MN-6039
Models of Aircraft Affected: B-1B

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
PE 0101126F Team POWER

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

Description/Justification

The Digital Engine Control (DEC) replaces the existing analog augmentor fan temperature (AFT) control and central integrated test system (CITS) processor on the F101 Engine. The DEC includes drop-in replacement boards, built-in diagnostics and reprogram ability. It is interchangeable with the existing equipment physically replacing the AFT control and relegating the CITS processor to a pass-through function. Kits will be installed as an organizational level modification. The program requires modification of the entire B-1 engine pool of 441 engines.

****FY03-FY07 BUDGET NUMBERS DO NOT REFLECT THE DOD STRATEGIC REVIEW RESULTS****

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | [93] | 4.4 | [104] | 5.2 | [146] | 8.5 | [88] | 5.2 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | 0.9 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | 2.8 | | | | | |
| SOFTWARE | | | | | | | | | | | | |
| OGC | | | | | | | 0.1 | | 0.1 | | | |
| TOTAL COST (BP-1100) | | | | | | | | | | | | |
| | | | | | | 5.3 | | 8.1 | | 8.6 | | 5.2 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | [10] | 0.6 | | | | | | | [441] | 23.8 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.9 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 2.8 |
| SOFTWARE | | | | | | | | | | |
| OGC | | | | | | | | | | 0.2 |
| TOTAL COST (BP-1100) | | 0.6 | | | | | | | | 27.7 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: AN/ALQ-161A BAND 5 AFT TRANSMITTER MN-6847
Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
PE 0101126F Team POWER

Description/Justification

The Band 5 Aft transmitter is a high failure item on the B-1 aircraft due to failures in the high voltage module of the transmitter power supply. This modification replaces the high voltage module with a redesigned module to double the reliability and provide self protection circuitry to protect the power supply in case of module failure. This modification addresses a known problem identified during the original ALQ-161A development program. The fix was developed during the original ALQ-161A core EMD program.

FY03-FY07 BUDGET NUMBERS DO NOT REFLECT THE DOD STRATEGIC REVIEW RESULTS

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Completed.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | 60 | 1.8 | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | 0.1 | | | | |
| DATA | | | | | | | | 0.1 | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | 0.1 | | | | |
| MOD OF SPARES | | | | | | | | 0.9 | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-02 60 KITS | | | | | | | | | [60] | 0.3 | | |
| TOTAL INSTALL | | | | | | | | | 60 | 0.3 | | |
| TOTAL COST (BP-1100) | | | | | | | 60 | 3.0 | | 0.3 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 60 | 1.8 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.1 |
| DATA | | | | | | | | | | 0.1 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.1 |
| MOD OF SPARES | | | | | | | | | | 0.9 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-02 60 KITS | | | | | | | | | [60] | 0.3 |
| TOTAL INSTALL | | | | | | | | | 60 | 0.3 |
| TOTAL COST (BP-1100) | | | | | | | | | 60 | 3.3 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

| | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|
| Contract Date (Month/CY) | 12/01 | |
| Delivery Date (Month/CY) | 12/02 | |

Installation Schedule

| | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|--------|--------------|---|---|---|--------------|----|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | 20 | 25 | 15 | |
| Output | | | | | 10 | 25 | 25 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: LINK 16 MN-8421
Models of Aircraft Affected: B-1B

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
PE 0101126F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This upgrade provides for five shipsets of Datalink equipment with line of sight and beyond line of sight data link capability. The data links will provide real time situational awareness to the aircrew and the capability to relay command and control information to include target changes to the B-1B while enroute to the target area. The line of sight data link will be Link 16 with the beyond line of sight (BLOS) link provided by UHF SATCOM. Concept for this data link and BLOS capability was demonstrated on the B-1B during EFX-98. Additionally, BLOS capability was utilized on B-1s in Operation Allied Force.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

Complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 5 | 0.1 | | | | | | | | |
| KITS NONRECUR | | | | 0.1 | | | | | | | | |
| EQUIPMENT | | | [5] | 5.8 | | | | | | | | |
| EQUIP | | | | 4.8 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | 0.5 | | | | | | | | |
| DATA | | | | 0.8 | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | 0.5 | | | | | | | | |
| TOTAL COST (BP-1100) | | | 5 | 12.8 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | |
| RDT&E (3600) | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 5 | 0.1 | |
| KITS NONRECUR | | | | | | | | | | 0.1 | |
| EQUIPMENT | | | | | | | | | [5] | 5.8 | |
| EQUIP NONREC | | | | | | | | | | 4.8 | |
| CHANGE ORDERS | | | | | | | | | | 0.5 | |
| DATA | | | | | | | | | | 0.8 | |
| SIM/TRAINER | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.5 | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 5 | 12.8 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 21 Months

Follow-On Lead Time: 0 Months

Milestones

| | <u>FY-00</u> |
|--------------------------|--------------|
| Contract Date (Month/CY) | 09/00 |
| Delivery Date (Month/CY) | 06/02 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: AN/ALQ-161A DIRECTION FINDING ENCODER MN-8495

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
PE 0101126F Team POWER

Description/Justification

The current direction finding encoder (DFE) circuitry exhibits two major problems: 1) does not report actual LRU failures and 2) reports Could-Not Duplicate (CND) up to 70 percent of the time. Due to these circuitry problems, the capability to ground test the ALQ-161 system is affected. This modification fixes these problems, as well as, increases DF accuracy and reduces the processing load on the ALQ-161A computer processor. Flight testing of the modification is complete and has demonstrated almost complete elimination of erroneous direction beam data.

****FY03-FY07 BUDGET NUMBERS DO NOT REFLECT THE DOD STRATEGIC REVIEW RESULTS****

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Development and flight test is complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | 60 | 1.9 | | | | |
| EQUIP | | | | | | | | 0.1 | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | 0.1 | | | | |
| DATA | | | | | | | | 0.3 | | | | |
| SIM/TRAINER | | | | | | | [29] | 0.2 | | | | |
| SUPPORT-EQUIP | | | | | | | | 0.4 | | | | |
| MOD OF SPARES | | | | | | | | 0.8 | | | | |
| OGC | | | | | | | | 0.3 | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-02 60 KITS | | | | | | | | | [60] | 0.9 | | |
| TOTAL INSTALL | | | | | | | | | 60 | 0.9 | | |
| TOTAL COST (BP-1100) | | | | | | | 60 | 4.1 | | 0.9 | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 60 | 1.9 |
| EQUIP NONREC | | | | | | | | | | 0.1 |
| CHANGE ORDERS | | | | | | | | | | 0.1 |
| DATA | | | | | | | | | | 0.3 |
| SIM/TRAINER | | | | | | | | | [29] | 0.2 |
| SUPPORT-EQUIP | | | | | | | | | | 0.4 |
| MOD OF SPARES | | | | | | | | | | 0.8 |
| OGC | | | | | | | | | | 0.3 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-02 60 KITS | | | | | | | | | [60] | 0.9 |
| TOTAL INSTALL | | | | | | | | | 60 | 0.9 |
| TOTAL COST (BP-1100) | | | | | | | | | 60 | 5.0 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

| | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|
| Contract Date (Month/CY) | 12/01 | |
| Delivery Date (Month/CY) | 12/02 | |

Installation Schedule

| | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|--------|--------------|---|---|---|--------------|----|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | 20 | 25 | 15 | |
| Output | | | | | 10 | 25 | 25 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: INTERMEDIATE AUTOMATIC TEST EQUIPMENT MN-8972
 Models of Aircraft Affected: B-1B

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-1 Class P
 PE 0101126F Team POWER

Description/Justification

The B-1B Intermediate Automated Test Equipment (IATE) has a 50% Non Mission Capable rate. This has resulted in a backlog of 1,400 avionics assets in the back-shops requiring testing for repair, with the number growing by 250 per year. Key components of the IATE are plagued with diminishing manufacturing source (DMS) issues. The IATE test equipment must be operational to ensure repair of essential avionics LRUs. The modernization effort will replace test equipment components, allowing users to maintain key LRUs in both intermediate (I) and depot (D) level shops.

FY03-07 BUDGET NUMBERS DO NOT REFLECT DOD STRATEGIC REVIEW RESULTS

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

N.A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | 27 | 14.7 | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | 0.5 | | | | |
| DATA | | | | | | | | 2.0 | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | | | | | 0.2 | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-02 27 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | | | | 27 | 17.4 | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | |
| RDT&E (3600) | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 27 | 14.7 | |
| EQUIP NONREC | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.5 | |
| DATA | | | | | | | | | | 2.0 | |
| SIM/TRAINER | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | |
| OGC | | | | | | | | | | 0.2 | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | |
| FY-02 27 KITS | | | | | | | | | | | |
| TOTAL INSTALL | <hr/> | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 27 | 17.4 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

| | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | |
| Input | | | | | | 9 | 9 | 9 | | | | |
| Output | | | | | | 8 | 9 | 9 | 1 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: THREAT SITUATIONAL AWARENESS SYSTEM MN-8974

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
PE 0101126F Team POWER

Description/Justification

Modification corrects combat and training deficiencies due to insufficient situational awareness in the cockpit in conventional combat missions utilizing smart weapons and to lack of onboard record/playback capability. The modification takes advantage of NDI and COTS equipment to provide display of launch acceptability region (for precision weapons) and route information to crewmembers to significantly improve ability to assigned targets. In addition, the system includes line scan converters to permit digital recording of cockpit display information and associated recording equipment. This enables playback of mission data on the ground for mission debrief and for training of aircrews.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Only development required is to perform the engineering required to design permanent installation of NDI and COTS equipment in the weapon system. This development effort is included in the FY02 PB request.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | 2.8 | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | [60] | 1.3 | | | | |
| KITS NONRECUR | | | | | | | | 0.2 | | | | |
| EQUIPMENT | | | | | | | 60 | 5.7 | | | | |
| EQUIP | | | | | | | | 0.7 | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | 0.5 | | | | |
| DATA | | | | | | | | 1.5 | | | | |
| SIM/TRAINER | | | | | | | [5] | 0.6 | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | | | | | 0.9 | | | | |
| TOTAL COST (BP-1100) | | | | | | | 60 | 11.4 | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 2.8 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | [60] | 1.3 |
| KITS NONRECUR | | | | | | | | | | 0.2 |
| EQUIPMENT | | | | | | | | | 60 | 5.7 |
| EQUIP NONREC | | | | | | | | | | 0.7 |
| CHANGE ORDERS | | | | | | | | | | 0.5 |
| DATA | | | | | | | | | | 1.5 |
| SIM/TRAINER | | | | | | | | | [5] | 0.6 |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.9 |
| TOTAL COST (BP-1100) | | | | | | | | | 60 | 11.4 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 0 Months

Milestones

| | <u>FY-02</u> |
|--------------------------|--------------|
| Contract Date (Month/CY) | 02/02 |
| Delivery Date (Month/CY) | 11/02 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: LOW COST MODIFICATIONS MN-99999X
Models of Aircraft Affected: B-1B

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
PE 0101126F Team POWER

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

Description/Justification

These are low cost mods to fix safety related problems on the aircraft. In addition, these are low cost mods which are necessary for reliability, maintainability, and/or improved system performance, and to reduce logistics costs. The FY99 funds are reserved for cancelled bill. FY00 funds include \$400K for the Night Vision Lighting String low cost mod and the remainder for miscellaneous low cost mods. FY01 - FY07 funds are reserved for miscellaneous low cost mods including crew intercom rewire and camcorder based mission recording modifications.

FY03-FY07 BUDGET NUMBERS DOE NOT REFLECT THE DOD STRATEGIC REVIEWS RESULTS

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

As required.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | 0.7 | | 0.3 | | 0.2 | | 1.9 | | 0.3 | | 0.1 |
| 46U921 | | 0.0 | | | | | | | | | | |
| OTHER REPROG | | | | | | | | | | | | |
| CONT LIAB | | | | 0.4 | | | | | | | | |
| ECP (PYLONS) | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 0.7 | | 0.7 | | 0.2 | | 1.9 | | 0.3 | | 0.1 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | 1.9 | | 1.9 | | 1.9 | | | | 9.2 |
| 46U921 | | | | | | | | | | 0.0 |
| OTHER REPROG | | | | | | | | | | |
| CONT LIAB | | | | | | | | | | 0.4 |
| ECP (PYLONS) | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 1.9 | | 1.9 | | 1.9 | | | | 9.6 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-95

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: FM IMMUNITY MN-DC101
Models of Aircraft Affected: B-1B

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
PE 0101126F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This modification provides for the upgrade of the B-1 Instrument Landing System (ILS) on 93 B-1 aircraft to avoid potential safety of flight interference from FM bands. The requirement for this modification is driven by International Civil Aviation Organization (ICAO) agreements that allowed FM band broadcasts to be transmitted at higher power levels at frequencies near the ILS band. Modification must be incorporated in aircraft operating or expected to operate in Europe.

Aircraft Breakdown: Active 77, Reserve 0, ANG 16

Development Status

Complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | 93 | 0.7 | | | | | | |
| EQUIP | | | | | | 0.2 | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | 0.4 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | | | | | | 0.2 | | | | | | |
| TOTAL COST (BP-1100) | | | | | 93 | 1.5 | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 93 | 0.7 |
| EQUIP NONREC | | | | | | | | | | 0.2 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.4 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | | 0.2 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 93 | 1.5 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

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

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|--|----------|----------|---------|------------------------------------|----------|----------|--------------------------|----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: B-52 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$23.527 | \$42.136 | \$3.548 | \$0.000 | \$46.336 | \$58.266 | \$23.493 | \$77.447 |

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 FY02 is to conventionally enhance B-52H aircraft to replace the retired conventionally tasked B-52G aircraft. The primary modification budgeted in FY02 is the ARC-210 Radio. The specific modifications budgeted and programmed are below.

Note that the FY03-07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P | 3143 | COMMON STRATEGIC | 1.8 | | | | | | | | | 1.8 |
| | 3150 | NAVSTAR GLOBAL PO | 2.4 | | | | | | | | | 37.2 |
| | 3194 | SITUATION AWARENES | | | | | 31.3 | 42.8 | 21.6 | 27.2 | 35.8 | 158.7 |
| | 3263 | INTEGRATED CONV ST | 3.3 | | | | | | | | | 82.7 |
| | 3264 | ELECTRO-OPTICAL VIE | 2.3 | 2.7 | | | | | | | | 9.7 |
| | 3308 | VINSON | | 0.8 | 0.5 | | | | | | | 3.9 |
| | 4222 | ARC-210 RADIO | 0.1 | 3.2 | 2.4 | | | | | | | 33.2 |
| | 4260 | ADVANCED WEAPON I | 1.0 | 0.9 | 0.3 | | | | | | | 13.4 |
| | 4270 | ECM IMPROVEMENT | 5.3 | | 0.1 | | | | | | | 11.9 |
| | 4371 | GPS TACAN | 6.9 | 3.3 | | | | | | | | 47.3 |
| | 4693 | AVIONICS MIDLIFE IMP | | | | | 14.9 | 15.5 | 1.6 | | | 32.0 |
| | 9709 | GLOBAL AIR TRAFFIC | | | | | | | 0.3 | 50.2 | 118.8 | 169.4 |
| | 99999X | LOW COST MODIFICAT | 0.4 | 0.6 | 0.2 | | 0.1 | | | | | 2.2 |

Totals may not add due to rounding.

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

| | | | | | | | | |
|--|----------|----------|---------|------------------------------------|----------|----------|--------------------------|----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: B-52 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$23.527 | \$42.136 | \$3.548 | \$0.000 | \$46.336 | \$58.266 | \$23.493 | \$77.447 |

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 FY02 is to conventionally enhance B-52H aircraft to replace the retired conventionally tasked B-52G aircraft. The primary modification budgeted in FY02 is the ARC-210 Radio. The specific modifications budgeted and programmed are below.

Note that the FY03-07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | Z88888 | REPROGRAMMINGS | 0.1 | 30.7 | | | | | | | | 33.6 |
| TOTAL FOR CLASS P | | | 23.6 | 42.1 | 3.6 | 0.0 | 46.3 | 58.3 | 23.5 | 77.4 | 154.6 | 636.8 |
| TOTAL FOR AIRCRAFT B-52 | | | 23.6 | 42.1 | 3.6 | 0.0 | 46.3 | 58.3 | 23.5 | 77.4 | 154.6 | 636.8 |

Totals may not add due to rounding.

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: COMMON STRATEGIC ROTARY LAUNCHER (CSRL) MN-3143

Models of Aircraft Affected: B-52H

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

Description/Justification

The CSRL modification consists of structural, hydraulic and electric connections to allow the carriage of CSR Launchers. All B-52's were planned to have internal capability to carry CSRL. This upgrade was not complete when the size of the fleet was to be reduced to 47 aircraft. This out of configuration condition has caused numerous logistics and capability problems since the early 90's. FY00 Congressional Attrition Reserve funding has been appropriated and authorized to eliminate out of configuration conditions on the B-52 fleet. Program approved by HQ USAF to use FY00 funding for FY01 and FY02 installations, complying with congressional mandated to modify 'Attrition Reserve' aircraft. The modification changes the bay to allow internal rotary launchers. Break in program due to budget restrictions and availability of funds.

'FY03-FY07 budget numbers do not reflect the DoD strategic review results.'

Aircraft Breakdown: Active 0, Reserve 0, ANG 14

Development Status

Development complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 3 | 0.0 | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | [3] | 0.3 | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | [1] | 0.0 | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | 0.6 | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 3 KITS | | | [3] | 0.9 | | | | | | | | |
| TOTAL INSTALL | | | 3 | 0.9 | | | | | | | | |
| TOTAL COST (BP-1100) | | | 3 | 1.8 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 3 | 0.0 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [3] | 0.3 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | [1] | 0.0 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.6 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 3 KITS | | | | | | | | | [3] | 0.9 |
| TOTAL INSTALL | | | | | | | | | 3 | 0.9 |
| TOTAL COST (BP-1100) | | | | | | | | | 3 | 1.8 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | |
| Delivery Date (Month/CY) | | | |

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | 1 | 2 | | | | | |
| Output | | | | | | | | 1 | 2 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Models of Aircraft Affected: B-52H

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

Description/Justification

Congressionally directed program, Navstar GPS provides worldwide three-dimensional positioning/navigation and precise weapons delivery for military aircraft. The first 10 kits were capitalized from the B-52G GPS modification effort. Additionally, GPS LRUs were removed from the retiring G models, refurbished and installed on the H models. This supported the modification of 40 B-52H aircraft. FY99 Kit Production Leadtime is 9 months. Method of installation accomplished at Contractor Facility and Depot. 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, also FY99 funding for FY00 installations. Utilized for weapons delivery GPS is baselined with the Intergrated Conventional Stores Management System (ICSMS/MN-3263) and AGM-142 missile currently being added to the B-52.

'FY03-FY07 budget numbers do not reflect the DoD strategic review results'

Aircraft Breakdown: Active 85, Reserve 9, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 82 | 10.1 | 12 | 1.0 | | | | | | | | |
| KITS NONRECUR | | 3.9 | | | | | | | | | | |
| EQUIPMENT | [82] | 6.5 | [12] | 1.0 | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 2.9 | | | | | | | | | | |
| DATA | | 2.7 | | | | | | | | | | |
| SIM/TRAINER | [6] | 1.0 | | | | | | | | | | |
| SUPPORT-EQUIP | | 1.1 | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-92 24 KITS | [24] | 2.0 | | | | | | | | | | |
| FY-94 34 KITS | [34] | 3.2 | | | | | | | | | | |
| FY-95 8 KITS | [8] | 0.6 | | | | | | | | | | |
| FY-97 8 KITS | [8] | 0.6 | | | | | | | | | | |
| FY-98 3 KITS | [1] | 0.1 | | | | | | | | | | |
| FY-99 5 KITS | | | [5] | 0.3 | | | | | | | | |
| FY-00 12 KITS | | | | | | | [6] | | [6] | | | |
| TOTAL INSTALL | 75 | 6.5 | 5 | 0.3 | | | 6 | | 6 | | | |
| TOTAL COST (BP-1100) | 82 | 34.8 | 12 | 2.4 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 94 | 11.1 |
| KITS NONRECUR | | | | | | | | | | 3.9 |
| EQUIPMENT | | | | | | | | | [94] | 7.6 |
| 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 | | | | | | | | | [34] | 3.2 |
| FY-95 8 KITS | | | | | | | | | [8] | 0.6 |
| FY-97 8 KITS | | | | | | | | | [8] | 0.6 |
| FY-98 3 KITS | | | | | | | | | [1] | 0.1 |
| FY-99 5 KITS | | | | | | | | | [5] | 0.3 |
| FY-00 12 KITS | | | | | | | | | [12] | |
| TOTAL INSTALL | | | | | | | | | 92 | 6.9 |
| TOTAL COST (BP-1100) | | | | | | | | | 94 | 37.2 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 3 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | |
| Input | 8 | 8 | 8 | | | | | | | | | | 7 | 8 | 7 | | | | | | 1 | 1 | | | | | | | 1 | 3 | 4 | 4 | 5 | 5 | 2 | |
| Output | | 8 | 8 | 8 | | | | | | | | | | 7 | 8 | 7 | | | | | 1 | 1 | | | | | | | 1 | 3 | 4 | 4 | 5 | 5 | 2 | 2 |

Installation Schedule Continued

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | 1 | | | | | | | | 3 | 3 | 3 | 3 |
| Output | | | | | | 1 | | | | | | | 3 | 3 | 3 | 3 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: INTEGRATED CONV STORES MGMT SYS MN-3263
Models of Aircraft Affected: B-52H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

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

Description/Justification

This program provides a conventional stores management system using Military Standard 1760 specifications. The system is integrated into the offensive avionics system software and will enable the B-52 to carry, program, and launch new Military Standard 1760 conventional weapons. FY99 Change Orders are to modify existing Group B hardware to meet advanced weapons specifications. This modification is baselined to the NAVSTAR GPS (MN-3150), HAVE NAP (MN-3375A), Harpoon (MN-4258), and Advanced Weapon Integration (MN-4260) modifications.

'FY03-FY07 budget numbers do not reflect the DoD strategic review results.'

Aircraft Breakdown: Active 85, Reserve 9, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 82 | 19.0 | 12 | 1.4 | | | | | | | | |
| KITS NONRECUR | | 8.5 | | | | | | | | | | |
| EQUIPMENT | [82] | 9.0 | [12] | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 1.8 | | | | | | | | | | |
| DATA | | 3.8 | | | | | | | | | | |
| SIM/TRAINER | [6] | 4.0 | | | | | | | | | | |
| SUPPORT-EQUIP | | 19.4 | | | | | | | | | | |
| OAPT | | 0.2 | | | | | | | | | | |
| ECP (PYLONS) | [13] | 3.3 | | | | | | | | | | |
| OGC | | 0.1 | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-93 9 KITS | [9] | 3.5 | | | | | | | | | | |
| FY-94 38 KITS | [38] | 5.2 | | | | | | | | | | |
| FY-95 19 KITS | [11] | 1.5 | [1] | 0.2 | | | | | | | | |
| FY-97 13 KITS | | | [13] | 1.3 | | | | | | | | |
| FY-99 3 KITS | | | [3] | 0.4 | | | | | | | | |
| FY-00 12 KITS | | | | | | | [6] | | [6] | | | |
| TOTAL INSTALL | 58 | 10.2 | 17 | 1.9 | | | 6 | | 6 | | | |
| TOTAL COST (BP-1100) | 82 | 79.4 | 12 | 3.3 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 94 | 20.3 |
| KITS NONRECUR | | | | | | | | | | 8.5 |
| EQUIPMENT | | | | | | | | | [94] | 9.0 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 1.8 |
| DATA | | | | | | | | | | 3.8 |
| SIM/TRAINER | | | | | | | | | [6] | 4.0 |
| SUPPORT-EQUIP | | | | | | | | | | 19.4 |
| OAPT | | | | | | | | | | 0.2 |
| ECP (PYLONS) | | | | | | | | | [13] | 3.3 |
| OGC | | | | | | | | | | 0.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-93 9 KITS | | | | | | | | | [9] | 3.5 |
| FY-94 38 KITS | | | | | | | | | [38] | 5.2 |
| FY-95 19 KITS | | | | | | | | | [12] | 1.7 |
| FY-97 13 KITS | | | | | | | | | [13] | 1.3 |
| FY-99 3 KITS | | | | | | | | | [3] | 0.4 |
| FY-00 12 KITS | | | | | | | | | [12] | |
| TOTAL INSTALL | | | | | | | | | 87 | 12.1 |
| TOTAL COST (BP-1100) | | | | | | | | | 94 | 82.7 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

| | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|--|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 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 | 1 | | |
| Output | | | | | | | 4 | 3 | | | | | | | 2 | 9 | 9 | 9 | 9 | 1 | 1 | 1 | 1 | | | 1 | | 1 | | | 2 | 2 | | 3 | 1 | |

Installation Schedule Continued

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 4 | 4 | 2 | | | | | | | | | | 3 | 3 | 3 | 3 |
| Output | | 4 | 4 | 2 | | | | | | | | | 3 | 3 | 3 | 3 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Models of Aircraft Affected: B-52H

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
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 3200 hours is expected versus the current 173 hours. Reduces internal LRU cards from 75 to 10. Improves EVS reliability and maintainability.

'FY03-FY07 budget numbers do not reflect the DoD strategic review results.'

Aircraft Breakdown: Active 23, Reserve 1, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 5 | 0.6 | 7 | 0.2 | 12 | 0.4 | | | | | | |
| KITS NONRECUR EQUIPMENT | [5] | 4.1 | [7] | 1.4 | [12] | 2.3 | | | | | | |
| EQUIP NONREC CHANGE ORDERS DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | [3] | 0.3 | | | | | | | | |
| SUPPORT-EQUIP | | 0.1 | | 0.2 | | | | | | | | |
| OGC | | 0.1 | | 0.0 | | 0.0 | | | | | | |
| TOTAL COST (BP-1100) | 5 | 4.8 | 7 | 2.3 | 12 | 2.7 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|-----|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | |
| RDT&E (3600) | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 24 | 1.2 | |
| KITS NONRECUR | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [24] | 7.8 | |
| EQUIP NONREC | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | |
| DATA | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | [3] | 0.3 | |
| SUPPORT-EQUIP | | | | | | | | | | 0.3 | |
| OGC | | | | | | | | | | 0.1 | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 24 | 9.7 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 28 Months

Follow-On Lead Time: 8 Months

Milestones

| | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | 06/99 | | | | | |
| Delivery Date (Month/CY) | | | 10/01 | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: VINSON MN-3308
Models of Aircraft Affected: B-52H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

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

Description/Justification

Provides an Ultra-High Frequency (UHF) secure voice capability for conventional aircraft designated to have a contingency role. Integrates Group B/KY-58 tactical secure voice equipment provided by SA-ALC with existing UHF command radio and the ARC-210 radio. KY58 being replaced with KY100 beginning in 01 Qtr 00, also provided by SA-ALC. Program approved by HQ USAF to use FY98 funding, that was on withhold, for FY99 installations. FY98 funding was not received until FY99, therefore, installations will actually occur in FY00. Program complies with congressional mandate to modify 'Attrition Reserve' aircraft. This modification is baselined to ARC-210 MN#4222.

'FY03-FY07 budget numbers do not reflect the DoD strategic review results.'

Aircraft Breakdown: Active 85, Reserve 9, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 65 | 0.9 | | | 29 | 0.7 | | | | | | |
| KITS NONRECUR EQUIPMENT EQUIP NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.2 | | | | | | | | | | |
| DATA | | 0.1 | | | | 0.1 | | | | | | |
| SIM/TRAINER | [4] | 0.1 | | | | | | | | | | |
| SUPPORT-EQUIP OGC | | 0.0 | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-92 11 KITS | [11] | 0.2 | | | | | | | | | | |
| FY-93 36 KITS | [36] | 0.6 | | | | | | | | | | |
| FY-98 18 KITS | [18] | 0.3 | | | | | | | | | | |
| FY-01 29 KITS | | | | | | | [29] | 0.5 | | | | |
| TOTAL INSTALL | 65 | 1.1 | | | | | 29 | 0.5 | | | | |
| TOTAL COST (BP-1100) | 65 | | | | 29 | 0.8 | | 0.5 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 94 | 1.7 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.2 |
| DATA | | | | | | | | | | 0.2 |
| SIM/TRAINER | | | | | | | | | [4] | 0.1 |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-92 11 KITS | | | | | | | | | [11] | 0.2 |
| FY-93 36 KITS | | | | | | | | | [36] | 0.6 |
| FY-98 18 KITS | | | | | | | | | [18] | 0.3 |
| FY-01 29 KITS | | | | | | | | | [29] | 0.5 |
| TOTAL INSTALL | | | | | | | | | 94 | 1.7 |
| TOTAL COST (BP-1100) | | | | | | | | | 94 | 3.9 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

| | <u>FY-92</u> | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 12/91 | 12/92 | | | | | | 03/99 | | | | 06/01 | |
| Delivery Date (Month/CY) | 09/92 | 09/93 | | | | | | 12/99 | | | | 03/02 | |

Installation Schedule

| | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | | | | |
|----------|--------------|---|---|----|--------------|---|---|----|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | |
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | 11 | | | | 36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | 11 | | | | 36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | |
| Input | 1 | 9 | 8 | | | | | | | | | | 8 | 7 | 7 | 7 | | | | | | | | | | | | | | | | | | | | |
| Output | 1 | 9 | 8 | | | | | | | | | | 8 | 7 | 7 | 7 | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: ARC-210 RADIO MN-4222
Models of Aircraft Affected: B-52H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

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

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. Demand Assigned Multiple Access (DAMA) kits will modify Group B. DAMA method of installation is CFT. FY99 OGC used for DAMA training. Program approved by HQ USAF to use FY98 funding, that was on withhold, for FY99 installations. FY 98 funding was not received until FY99, therefore, installations will actually occur in FY00. Program complies with congressional mandate to modify 'Attrition Reserve' aircraft. This modification is baselined to VINSON (MN# 3308).

'FY03-FY07 budget numbers do not reflect the DoD strategic review results.'

Aircraft Breakdown: Active 85, Reserve 9, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 80 | 6.0 | | | 14 | 1.4 | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | [80] | 8.3 | | | [14] | 1.0 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 1.0 | | | | | | | | | | |
| DATA | | 0.4 | | | | | | | | | | |
| SIM/TRAINER | [5] | 2.3 | | | [4] | 0.7 | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| DAMA EQUIP | [65] | 5.3 | | | | | | | | | | |
| DAMA INSTALL | [47] | 0.6 | | | | | | | | | | |
| OGC | | 0.7 | | 0.1 | | | | | | | | |
| INTEGRATION | | 0.3 | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-92 | 11 | KITS | [11] | 0.3 | | | | | | | | |
| FY-93 | 36 | KITS | [36] | 1.3 | | | | | | | | |
| FY-98 | 18 | KITS | [18] | 1.0 | | | | | | | | |
| FY-99 | 15 | KITS | | | | | | | | | | |
| FY-01 | 14 | KITS | | | | | [29] | 2.4 | | | | |
| TOTAL INSTALL | 65 | 2.6 | | | | | 29 | 2.4 | | | | |
| TOTAL COST (BP-1100) | 80 | 27.5 | | 0.1 | 14 | 3.2 | | 2.4 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 94 | 7.4 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [94] | 9.3 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 1.0 |
| DATA | | | | | | | | | | 0.4 |
| SIM/TRAINER | | | | | | | | | [9] | 3.1 |
| SUPPORT-EQUIP | | | | | | | | | | |
| DAMA EQUIP | | | | | | | | | [65] | 5.3 |
| DAMA INSTALL | | | | | | | | | [47] | 0.6 |
| OGC | | | | | | | | | | 0.8 |
| 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-99 15 KITS | | | | | | | | | | |
| FY-01 14 KITS | | | | | | | | | [29] | 2.4 |
| TOTAL INSTALL | | | | | | | | | 94 | 5.0 |
| TOTAL COST (BP-1100) | | | | | | | | | 94 | 33.2 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

| | <u>FY-92</u> | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 12/91 | 12/92 | | | | | | 03/99 | | | 06/01 | | |
| Delivery Date (Month/CY) | 09/92 | 09/93 | | | | | | 12/99 | | | 03/02 | | |

Installation Schedule

| | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | |
|--------|--------------|---|---|----|--------------|---|---|----|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | 11 | | | | 36 | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | 11 | | | | 36 | | | | | | | | | | | | | | | | | | | | | | | | |

Installation Schedule Continued

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 1 | 9 | 8 | | | | | | | | | | | 8 | 7 | 7 | | 7 | 7 | |
| Output | | 1 | 9 | 8 | | | | | | | | | | | 8 | 7 | | 7 | 7 | 7 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: ADVANCED WEAPON INTEGRATION MN-4260
Models of Aircraft Affected: B-52H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

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

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 baselined 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 - FY00) does not influence or relate to production hardware (hardware physically/mechanically common to weapons).

'FY03-FY07 budget numbers do not reflect the DoD strategic review results.'

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 development is complete for B-52. Phase II develops SMOs and provides system level testing for JSOW and JASSM. Ground/flight testing for JSOW is 2Q/FY99 - 4Q/FY01. Ground/flight testing for JASSM is 2Q/FY00 thru 1Q FY 02. Delivery of hardware is complete for all 54 shipsets.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 9.5 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | [54] | 9.6 | | | | | | | | | | |
| EQUIP | | 0.1 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.2 | | | | | | | | | | |
| DATA | | 0.6 | | 0.2 | | 0.5 | | 0.1 | | | | |
| SIM/TRAINER | | 0.5 | [5] | 0.2 | | 0.2 | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | 0.2 | | 0.6 | | 0.2 | | 0.2 | | | | |
| TOTAL COST (BP-1100) | | 11.2 | | 1.0 | | 0.9 | | 0.3 | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 9.5 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [54] | 9.6 |
| EQUIP NONREC | | | | | | | | | | 0.1 |
| CHANGE ORDERS | | | | | | | | | | 0.2 |
| DATA | | | | | | | | | | 1.4 |
| SIM/TRAINER | | | | | | | | | [5] | 0.9 |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 1.2 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 13.4 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

| | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 06/97 | 06/98 | |
| Delivery Date (Month/CY) | 06/98 | 06/99 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: ECM IMPROVEMENT MN-4270
Models of Aircraft Affected: B-52H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

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

Description/Justification

The ALQ-172 enhancement is an improvement to three of the common core Line Replaceable Units (LRUs). New circuit card with erasable 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. First aircraft modification was done with RDT&E funding. This program was terminated after EMD due to HQ USAF direction.

'FY03-FY07 budget numbers do not reflect the DoD strategic review results.'

Aircraft Breakdown: Active 1, Reserve 0, ANG 0

Development Status

Complete

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | [1] | 5.2 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | 0.9 | 1 | 0.4 | | | | | | | | |
| KITS NONRECUR EQUIPMENT | | 2.0 | [1] | 0.7 | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | | | |
| CHANGE ORDERS DATA | | | | 0.5 | | | | | | | | |
| SIM/TRAINER SUPPORT-EQUIP | | | | 1.3 | | | | | | | | |
| OGC | | 1.3 | | 1.0 | | | 0.1 | | | | | |
| FLIGHT TEST | | 2.4 | | 0.3 | | | | | | | | |
| . | | | | | | | | | | | | |
| OTHER | | | [1] | 0.4 | | | | | | | | |
| OTHER | | | [1] | 0.7 | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 1 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | <hr/> | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 6.6 | 1 | 5.3 | | | 0.1 | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | |
| RDT&E (3600) | | | | | | | | | [1] | 5.2 | |
| PROCUREMENT (3010) | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 1 | 1.3 | |
| KITS NONRECUR | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [1] | 2.7 | |
| EQUIP NONREC | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | |
| DATA | | | | | | | | | | 0.5 | |
| SIM/TRAINER | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 1.3 | |
| OGC | | | | | | | | | | 2.4 | |
| FLIGHT TEST | | | | | | | | | | 2.7 | |
| . | | | | | | | | | | | |
| OTHER | | | | | | | | | [1] | 0.4 | |
| OTHER | | | | | | | | | [1] | 0.7 | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | |
| FY-00 1 KITS | | | | | | | | | | | |
| TOTAL INSTALL | <hr/> | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 1 | 11.9 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-96</u> | | | <u>FY-97</u> | | | <u>FY-98</u> | | | <u>FY-99</u> | | | <u>FY-00</u> | | | <u>FY-01</u> | | | <u>FY-02</u> | | |
|----------|--------------|---|---|--------------|---|---|--------------|---|---|--------------|---|---|--------------|---|---|--------------|---|---|--------------|---|---|
| Quarters | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| Input | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: GPS TACAN MN-4371
Models of Aircraft Affected: B-52H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

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

Description/Justification

GPS TACAN Replacement System (TRS) includes the installation of controls and displays, for situational awareness at the pilot/co-pilot stations. Includes a new Signal Data Converter (SDC) and Digital Data Loader (DDL) to interface with the current on board GPS system and a Crypto-Fill Port for electronic keying. 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 (AWIP). This capability will be extended to the additional 35 aircraft and includes retrofit of the current (47) GPS capable aircraft. This modification is baselined with the GPS MOD (MN/3150) and ICSMS (MN/3263).

'FY03-FY07 budget numbers do not reflect the DoD strategic review results.'

Aircraft Breakdown: Active 82, Reserve 9, ANG 0

Development Status

COMPLETE

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | 8.7 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 77 | 7.4 | 9 | 0.9 | 5 | 0.5 | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | [77] | 18.5 | [9] | 2.8 | [5] | 1.7 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | [6] | 6.2 | | | | | | | | | | |
| SUPPORT-EQUIP | | 2.0 | | 0.7 | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-97 9 KITS | [9] | 1.3 | | | | | | | | | | |
| FY-98 33 KITS | [22] | 1.6 | [4] | 0.2 | | | | | | | | |
| FY-99 35 KITS | | | [35] | 2.0 | | | | | | | | |
| FY-00 9 KITS | | | [5] | 0.3 | | 0.7 | | | | | | |
| FY-01 5 KITS | | | | | [7] | 0.5 | [3] | | [9] | | | |
| TOTAL INSTALL | 31 | 2.9 | 44 | 2.5 | 7 | 1.1 | 3 | | 9 | | | |
| TOTAL COST (BP-1100) | 77 | 37.0 | 9 | 6.9 | 5 | 3.3 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 8.7 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 91 | 8.9 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [91] | 23.0 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | [6] | 6.2 |
| SUPPORT-EQUIP | | | | | | | | | | 2.7 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-97 9 KITS | | | | | | | | | [9] | 1.3 |
| FY-98 33 KITS | | | | | | | | | [26] | 1.8 |
| FY-99 35 KITS | | | | | | | | | [35] | 2.0 |
| FY-00 9 KITS | | | | | | | | | [5] | 0.9 |
| FY-01 5 KITS | | | | | | | | | [19] | 0.5 |
| TOTAL INSTALL | | | | | | | | | 94 | 6.5 |
| TOTAL COST (BP-1100) | | | | | | | | | 91 | 47.3 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|----|---|--------------|----|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | 1 | | | | 9 | 8 | 10 | 3 | 11 | 11 | 9 | 8 | | | | | 3 | 3 | 3 | 3 | | | | |
| Output | | | | | | | | | 1 | | | | 9 | 8 | 10 | 3 | 11 | 11 | 9 | 8 | | | | | 3 | 3 | 3 | 3 | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: B-52H

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

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-52 Class P
 PE 0101113F Team POWER

Description/Justification

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

'FY03-FY07 budget numbers do not reflect the DoD strategic review results.'

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | 1.0 | | 0.4 | | 0.6 | | 0.2 | | | | 0.1 |
| TOTAL COST (BP-1100) | | 1.0 | | 0.4 | | 0.6 | | 0.2 | | | | 0.1 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | | | | | | | | | 2.2 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 2.2 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

| | | | | | | | | |
|--|----------|----------|----------|-------------------------------------|---------|---------|--------------------------|---------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: F-117 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$36.154 | \$31.712 | \$27.620 | \$21.409 | \$8.326 | \$0.766 | \$0.826 | \$0.843 |

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 FY02 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.

Note that the FY03-07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P | 11331 | STORES MANAGEMEN | 4.0 | 5.8 | 6.6 | 6.2 | | | | | | 22.6 |
| | 11333 | ENHANCED GBU-27 AC | 0.6 | | | | | | | | | 4.5 |
| | 3150 | NAVSTAR GLOBAL PO | 0.1 | | | | | | | | | 44.8 |
| | 31904 | STEEL COMPRESSOR | 0.1 | 0.1 | 0.1 | 0.1 | | | | | | 0.6 |
| | 31927 | OMNIBUS ENGINE MO | 0.1 | 1.1 | 0.7 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | | 5.4 |
| | 31937 | SINGLE CONFIGURATI | 20.5 | 21.0 | 19.6 | 14.5 | 7.8 | | | | | 94.8 |
| | 31968 | ENGINE ELECTRONIC | 0.5 | 0.3 | | | | | | | | 2.0 |
| | 31970 | WST HOST COMPUTER | 4.3 | | | | | | | | | 4.3 |
| | 31971 | AFMSS HARDWARE UP | 4.2 | | | | | | | | | 4.2 |
| | 99999S | SERVICE BULLETINS | 1.7 | 1.1 | 0.6 | 0.3 | 0.2 | 0.4 | | | | 17.4 |
| | 99999X | LOW COST MODIFICAT | 0.1 | | 0.1 | 0.1 | 0.1 | 0.1 | 0.6 | 0.6 | | 12.3 |
| | DC101 | FM IMMUNITY | | 0.6 | | | | | | | | 0.6 |

Totals may not add due to rounding.

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

| | | | | | | | | |
|---|----------|----------|----------|-------------------------------------|---------|---------|--------------------------|---------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: F-117 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$36.154 | \$31.712 | \$27.620 | \$21.409 | \$8.326 | \$0.766 | \$0.826 | \$0.843 |

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 FY02 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.

Note that the FY03-07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | Z88888 | REPROGRAMMINGS | 0.1 | 1.7 | | | | | | | | 1.7 |
| TOTAL FOR CLASS P | | | 36.3 | 31.7 | 27.7 | 21.5 | 8.3 | 0.8 | 0.8 | 0.8 | 0.0 | 215.4 |
| TOTAL FOR AIRCRAFT F-117 | | | 36.3 | 31.7 | 27.7 | 21.5 | 8.3 | 0.8 | 0.8 | 0.8 | 0.0 | 215.4 |

Totals may not add due to rounding.

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Models of Aircraft Affected: F-117A

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-117 Class P
PE 0207141F Team POWER

Description/Justification

The Stores Management Processor (SMP) is the interface between the aircraft and the weapon. The SMP currently communicates with the weapons via a MIL-STD-1553 interface. Planned conventional weapons require a MIL-STD-1760 compliant, logical electrical and mechanical interface with the aircraft. This modification provides the SMP with a MIL-STD-1760 interface capability and allows future interface and utilization of Enhanced GBU-27, Joint Direct Attack Munitions, and Wind Corrected Munition Dispenser while maintaining current capabilities. The F-117A SMP must undergo hardware and software modifications to incorporate this MIL-STD-1760 interface. Support equipment and Weapon System/Integrated Support Facility trainers must also be modified to support the new SMP configuration. The production support equipment consists of 7 Weapons Interface Tester-Controller/Detectors (WIT C/D) and 3 Weapons Interface Tester-Verification (WIT V). Four SMP-15s were purchased with EGBU-27 CMNS funding in FY99 (via the FY99 Operational Rapid Response Supplemental 3017 appropriation) and are included in the EGBU-27 P3A. Therefore, the total funded reflects 49 a/c versus 53 due to 4 a/c carried in MN-11333, EGBU-27 Acceleration. FY00 Congressional funding of \$0.422M was redistributed to procure one (1) SMP-15. Congressional notification and approval was accomplished by Jan 01.

FY03-FY07 budget numbers do not reflect DoD strategic review results.

Aircraft Breakdown: Active 53, Reserve 0, ANG 0

Development Status

The SMP successfully completed development and flight testing in May 01. Lot 1 production was awarded in FY00.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | 2 | 15.8 | | 1.8 | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 5 | 1.6 | 13 | 3.9 | 15 | 5.2 | 14 | 5.1 | | |
| EQUIP | | | | 1.1 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | [1] | 0.6 | | | | | | | | |
| SUPPORT-EQUIP | | | [4] | 0.4 | | | [3] | 0.3 | [3] | 0.3 | | |
| MOD OF SPARES | | | [1] | 0.3 | [6] | 1.8 | [3] | 1.0 | [2] | 0.7 | | |
| TOTAL COST (BP-1100) | 2 | | 5 | 4.0 | 13 | 5.8 | 15 | 6.6 | 14 | 6.2 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | |
| RDT&E (3600) | | | | | | | | | 2 | 17.6 | |
| PROCUREMENT (3010) | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 47 | 15.8 | |
| EQUIP NONREC | | | | | | | | | | 1.1 | |
| CHANGE ORDERS | | | | | | | | | | | |
| DATA | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | [1] | 0.6 | |
| SUPPORT-EQUIP | | | | | | | | | [10] | 1.0 | |
| MOD OF SPARES | | | | | | | | | [12] | 3.9 | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 49 | 22.6 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 16 Months

Follow-On Lead Time: 14 Months

Milestones

| | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | | 07/00 | 07/01 | 02/02 | 02/03 | |
| Delivery Date (Month/CY) | | | | | 11/01 | 09/02 | 04/03 | 04/04 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: OMNIBUS ENGINE MODIFICATIONS MN-31927
Models of Aircraft Affected: F-117A

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-117 Class P
PE 0207141F Team POWER

Description/Justification

F-117A engines were procured through the Navy and are modified at the Navy depot in conjunction with their engine program. This mod includes miscellaneous small modifications to increase engine life and reduce maintenance requirements. These changes include main fuel control block change, exhaust frame improvements, High Pressure Compressor - Variable Geometry Actuator (HPC VG) bushing material, oil tank mounting, and others. Due to the numerous small modifications included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification. This P3A reflects funding previously programmed in the High Pressure Turbine Cooling Plate P3A (MN 31922) to accommodate other engine improvement requirements. All concept development and testing are under the Navy's continuous improvement program (CIP). Design issues caused the Front Frame Transducer Bracket requirement to slip from FY00 to FY02. FY01 Engine Build cost efficiency initiative is being accomplished with 3400 funds.

FY03-FY07 budget numbers do not reflect DoD strategic review results.

Aircraft Breakdown: Active 55, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | 2.2 | | 0.1 | | 1.1 | | 0.7 | | 0.3 | | 0.3 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 2.2 | | 0.1 | | 1.1 | | 0.7 | | 0.3 | | 0.3 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | 0.3 | | 0.3 | | 0.3 | | | | 5.4 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 0.3 | | 0.3 | | 0.3 | | | | 5.4 |

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-96

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SINGLE CONFIGURATION FLEET MN-31937
Models of Aircraft Affected: F-117A

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-117 Class P
PE 0207141F Team POWER

Center: ASC - Wright Patterson AFB, OH

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 developed a single, optimized RAM coating and leading edge configuration which incorporates advanced panel access technologies for the F-117A fleet and Maintenance Trainer. This new configuration includes new leading edge technologies, spray-on coatings, new sheet RAMs and new panel access technologies. This effort will greatly reduce maintenance requirements, increase aircraft availability and preserve Radar Cross Section performance. Two aircraft modifications were completed during RDT&E phase; thirteen (13) kit buys/installs short of modifying the entire fleet because of higher than anticipated costs (installation hours, rate increases). The SIM/TRAINER cost in FY99 (\$.151M) is for the Maintenance Trainer. Note: FY99 kit install is trial kit install. Funding for installation is provided by Configuration Upgrade 7 (CU-7) depot installs. Mod Induction/Checkout includes Receiving (post flight, functional checks, inspection, engine removal, defuel), Teardown (review of parts, exterior shake), Service Bulletin Installation, Build Up/Checkout (reinstall parts, hydro & electrical checkouts, final operations checks, coating installation), and Paint/Redeliver (install engines, seat and canopy, weight & balance, fuel checkouts, preflight paint). \$2M transferred from Omnibus Engines Mod to cover cost overruns. Number of aircraft includes two test aircraft modified during EMD for a total of 40.

FY03-FY07 budget numbers do not reflect DoD strategic review results.

Aircraft Breakdown: Active 40, Reserve 0, ANG 0

Development Status

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

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | [2] | 10.7 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 13 | 9.7 | 7 | 5.0 | 9 | 6.4 | 5 | 4.2 | 4 | 3.4 | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.2 | | | | | | | | | | |
| SIM/TRAINER | [1] | 0.2 | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | | 1.4 | | 0.3 | | 0.6 | | 1.0 | | | | |
| MOD | | | | 4.8 | | 4.3 | | 4.4 | | 3.4 | | 2.6 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| INDUC/CHECKOUT | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-99 13 KITS | [1] | | [10] | 10.3 | [2] | 2.2 | | | | | | |
| FY-00 7 KITS | | | | | [7] | 7.6 | | | | | | |
| FY-01 9 KITS | | | | | | | [8] | 10.0 | | | | |
| FY-02 5 KITS | | | | | | | | | [6] | 7.7 | | |
| FY-03 4 KITS | | | | | | | | | | | [4] | 5.1 |
| TOTAL INSTALL | 1 | | 10 | 10.3 | 9 | 9.7 | 8 | 10.0 | 6 | 7.7 | 4 | 5.1 |
| TOTAL COST (BP-1100) | 13 | 11.5 | 7 | 20.5 | 9 | 21.0 | 5 | 19.6 | 4 | 14.5 | | 7.8 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | [2] | 10.7 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 38 | 28.7 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.2 |
| SIM/TRAINER | | | | | | | | | [1] | 0.2 |
| SUPPORT-EQUIP | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | | 3.4 |
| MOD INDUC/CHECKOUT | | | | | | | | | | 19.6 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-99 13 KITS | | | | | | | | | [13] | 12.4 |
| FY-00 7 KITS | | | | | | | | | [7] | 7.6 |
| FY-01 9 KITS | | | | | | | | | [8] | 10.0 |
| FY-02 5 KITS | | | | | | | | | [6] | 7.7 |
| FY-03 4 KITS | | | | | | | | | [4] | 5.1 |
| TOTAL INSTALL | | | | | | | | | 38 | 42.8 |
| TOTAL COST (BP-1100) | | | | | | | | | 38 | 94.8 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

| | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | 01/99 | 12/99 | 12/00 | 12/01 | 12/02 | 12/03 |
| Delivery Date (Month/CY) | | | | 10/99 | 09/00 | 09/01 | 09/02 | 09/03 | 09/04 |

Installation Schedule

| | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|--|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | | | | 1 | | | | 3 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | |
| Output | | | | | | | | | | | | | | 1 | | | | | 3 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 1 | 2 | 2 | 2 | | |

Installation Schedule Continued

| | <u>FY-04</u> | | | |
|----------|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 |
| Input | 2 | 2 | | |
| Output | 1 | 1 | 2 | 2 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: WST HOST COMPUTER LINKAGE REPLACEMENT MN-31970

Models of Aircraft Affected: F-117A

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-117 Class P
PE 0207141F Team POWER

Description/Justification

The F-117A Weapon System Trainer (WST) was designed and delivered to ACC (TAC at the time) 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 FY02. Replacement of the WST host computers and rehost existing software 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 Nov 01.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 2 | 4.3 | | | | | | | | |
| 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 | 4.3 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|-----|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | |
| RDT&E (3600) | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 2 | 4.3 | |
| EQUIP NONREC | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | |
| DATA | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | |
| FY-00 2 KITS | | | | | | | | | [2] | | |
| TOTAL INSTALL | <hr/> | | | | | | | | | 2 | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 2 | 4.3 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 17 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | 2 | | | |
| Output | | | | | | | | | 2 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: AFMSS HARDWARE UPGRADE MN-31971
Models of Aircraft Affected: F-117A

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-117 Class P
PE 0207141F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The F-117A Mission Planning System (MPS) performs critical survivability planning functions using Air Force Mission Support System (AFMSS) provided core software. This computer hardware upgrade procurement is necessary to help meet mission planning timelines (based on processing speed) as well as maintain overall system supportability. The current system hardware is now obsolete and is not supportable by the manufacturer. The current system will no longer be maintainable when the spares run out in FY02. The current program procures 25 systems.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 25 | 4.2 | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 25 KITS | | | | | [25] | | | | | | | |
| TOTAL INSTALL | | | | | 25 | | | | | | | |
| TOTAL COST (BP-1100) | | | 25 | 4.2 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 25 | 4.2 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 25 KITS | | | | | | | | | [25] | |
| TOTAL INSTALL | | | | | | | | | 25 | |
| TOTAL COST (BP-1100) | | | | | | | | | 25 | 4.2 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 14 Months

Follow-On Lead Time: 0 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|
| Contract Date (Month/CY) | 06/00 | |
| Delivery Date (Month/CY) | 08/01 | |

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | |
| Input | | | | | | | | 25 |
| Output | | | | | | | | 25 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S
Models of Aircraft Affected: F-117A

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-117 Class P
PE 0207141F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The F-117A Fighter is a Contractor Logistics Support aircraft managed under Total System Program Responsibility (TSPR) and is maintained in a manner consistent with FAA standards. Service Bulletins (SB) improve safety, reliability and maintainability. FY96, FY97 and FY98 funding continues efforts initiated in 3010/BP19. Funding from FY99 to FY03 applies to subsequent low hour/low cost efforts (i.e. APU Exhaust Duct Clamp, Drag Chute Mechanism, B/A Detector Inaccessible Areas, etc.). Increases in FY00-FY05 have been added to the SB line to include Service Bulletins such as Landing Gear Refurbishment, Metal Tip C-Probe, Canopy Saw Tooth Doubler as well as installing CU-6 & CU-7 (with applicable SBs) into aircraft 825 as it completes Depot Repair. Due to the numerous small Service Bulletins included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification.

FY-03-FY07 budget numbers do not reflect DoD strategic review results.

Aircraft Breakdown: Active 55, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | 13.1 | | 1.7 | | 1.1 | | 0.6 | | 0.3 | | 0.2 |
| TOTAL COST (BP-1100) | | 13.1 | | 1.7 | | 1.1 | | 0.6 | | 0.3 | | 0.2 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | 0.4 | | | | | | | | 17.4 |
| TOTAL COST (BP-1100) | | 0.4 | | | | | | | | 17.4 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-96

Contract Date (Month/CY)

Delivery Date (Month/CY)

| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | | DATE June 2001 | |
|--|----------|----------|----------|-----------------------------|----------|----------|-----------|-------------------|--|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: A-10 | | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | |
| COST (In Mil) | \$27.133 | \$40.320 | \$18.547 | \$19.645 | \$34.840 | \$72.459 | \$105.181 | \$111.752 | |

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 FY02 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.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|---------------------|--------|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| P-S | 99999A | LOW COST SAFETY M | 0.1 | 0.4 | 0.3 | 0.1 | 0.1 | 0.1 | 0.5 | 0.3 | | 1.6 |
| TOTAL FOR CLASS P-S | | | 0.1 | 0.4 | 0.3 | 0.1 | 0.1 | 0.1 | 0.5 | 0.3 | 0.0 | 1.6 |
| P | 18202B | TF-34 AGB LIFE IMPRO | 0.2 | 0.8 | 0.7 | | | | | | | 1.7 |
| | 3150EG | EGI | 24.8 | 29.9 | 7.8 | 5.4 | | | | | | 190.7 |
| | 3301A | INTEGRATED FLIGHT & | | 6.8 | 5.4 | 8.1 | 9.7 | 2.2 | | | | 32.2 |
| | 37120 | DIGITAL DATA LINK | | | | | 0.3 | 5.6 | 6.2 | 6.0 | 1.8 | 19.9 |
| | 4262 | DIGITAL TERRAIN SYS | | | | 2.4 | 5.6 | | | | | 8.0 |
| | 9602 | COUNTERMEASURE S | | 0.6 | 4.0 | 3.5 | 6.1 | 10.6 | 4.6 | | | 29.5 |
| | 9800 | A-10 REGEN | | | | | 9.2 | 9.5 | 9.9 | 14.1 | 43.5 | 86.2 |
| | 9801 | 1760 BUS | | | | | 1.5 | 25.1 | 37.3 | 38.3 | 14.4 | 116.7 |
| | 9805 | PRECISION ENGAGEM | | | | | 2.3 | 19.4 | 46.2 | 52.8 | 23.9 | 144.5 |
| | 99999X | LOW COST MODIFICAT | 0.1 | 0.1 | 0.3 | 0.2 | 0.1 | 0.1 | 0.5 | 0.3 | | 1.5 |
| | DC101 | FM IMMUNITY | 1.5 | | | | | | | | | 1.5 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 31 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

| | | | | | | | | |
|--|----------|----------|----------|------------------------------------|----------|----------|--------------------------|-----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: A-10 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$27.133 | \$40.320 | \$18.547 | \$19.645 | \$34.840 | \$72.459 | \$105.181 | \$111.752 |

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 FY02 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.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | Z88888 | REPROGRAMMINGS | 0.6 | 1.8 | | | | | | | | 2.5 |
| TOTAL FOR CLASS P | | | 27.2 | 39.9 | 18.3 | 19.6 | 34.8 | 72.5 | 104.7 | 111.5 | 83.6 | 634.9 |
| TOTAL FOR AIRCRAFT A-10 | | | 27.3 | 40.3 | 18.5 | 19.7 | 34.9 | 72.6 | 105.2 | 111.8 | 83.6 | 636.6 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 31 | PAGE NO. 2 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: TF-34 AGB LIFE IMPROVEMENT MN-18202B
 Models of Aircraft Affected: A-10A

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: A-10 Class P
 PE 0207131F Team POWER

Description/Justification

This modification will incorporate several design changes to the Accessory Gearbox (AGB) associated with unit removals due to Joint Oil Analysis Program (JOAP) rejects/bearing failures. The incorporation of the design fixes will extend the useful life of the AGB and reduce the existing maintenance expense associated with the high removal rate. These changes will significantly improve flight safety and engine reliability and will increase mean time between failures from 3482 to 23,021 hours. Total number of 962 kits is derived from 366a/c x 2 engines = 732+155 spare engines + 75 gearboxes.
 'FY03-FY07 budget numbers do not reflect the DoD strategic review results.'

Aircraft Breakdown: Active 212, Reserve 52, ANG 102

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 44 | 0.2 | 186 | 0.8 | 168 | 0.7 | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | 44 | 0.2 | 186 | 0.8 | 168 | 0.7 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 398 | 1.7 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | | | | | | 398 | 1.7 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 18 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: EGI MN-3150EG
Models of Aircraft Affected: OA/A-10

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: A-10 Class P
PE 0207131F Team POWER

Center: OO-ALC - Hill AFB, UT

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 obsolescence issues. FY99-01 contract award dates are driven by purchase of GFE from OO-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. Final kits procured prior to Osan crash so one extra kit to be procured.

'FY03-FY07 budget numbers do not reflect the DoD strategic review results.'

Aircraft Breakdown: Active 215, Reserve 52, ANG 102

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 208 | 6.9 | 67 | 1.1 | 94 | 1.4 | | | | | | |
| KITS NONRECUR | | 24.6 | | | | | | | | | | |
| EQUIPMENT | [208] | 47.7 | [67] | 14.2 | [94] | 18.4 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 2.1 | | 0.1 | | 0.1 | | | | | | |
| DATA | | 6.2 | | 0.2 | | | | | | | | |
| SIM/TRAINER | | | [1] | 0.2 | | | | | | | | |
| SUPPORT-EQUIP | | 5.3 | | 0.1 | | | | | | | | |
| ICS | | 6.0 | | 0.2 | | 0.2 | | 0.2 | | 0.2 | | |
| FLIGHT TEST | | 2.0 | | 0.2 | | | | | | | | |
| MOD OF SPARES | | 0.1 | | 0.0 | | | | | | | | |
| OGC | | 0.4 | | 0.2 | | 0.1 | | 0.2 | | 0.2 | | |
| SOFTWARE | | 18.3 | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-92 2 KITS | [2] | 0.2 | | | | | | | | | | |
| FY-95 2 KITS | [2] | 0.2 | | | | | | | | | | |
| FY-96 1 KITS | [1] | 0.1 | | | | | | | | | | |
| FY-97 65 KITS | [9] | 2.8 | [56] | 3.8 | | | | | | | | |
| FY-98 53 KITS | | | [53] | 4.5 | | | | | | | | |
| FY-99 85 KITS | | | | | [85] | 7.5 | | | | | | |
| FY-00 67 KITS | | | | | [25] | 2.2 | [42] | 4.1 | | | | |
| FY-01 94 KITS | | | | | | | [35] | 3.3 | [59] | 5.0 | | |
| TOTAL INSTALL | 14 | 3.3 | 109 | 8.3 | 110 | 9.7 | 77 | 7.4 | 59 | 5.0 | | |
| TOTAL COST (BP-1100) | 208 | 122.9 | 67 | 24.8 | 94 | 29.9 | | 7.8 | | 5.4 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 369 | 9.3 |
| KITS NONRECUR | | | | | | | | | | 24.6 |
| EQUIPMENT | | | | | | | | | [369] | 80.3 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 2.3 |
| DATA | | | | | | | | | | 6.4 |
| SIM/TRAINER | | | | | | | | | [1] | 0.2 |
| SUPPORT-EQUIP | | | | | | | | | | 5.3 |
| ICS | | | | | | | | | | 6.8 |
| FLIGHT TEST | | | | | | | | | | 2.2 |
| MOD OF SPARES | | | | | | | | | | 0.1 |
| OGC | | | | | | | | | | 1.1 |
| 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] | 6.7 |
| FY-98 53 KITS | | | | | | | | | [53] | 4.5 |
| FY-99 85 KITS | | | | | | | | | [85] | 7.5 |
| FY-00 67 KITS | | | | | | | | | [67] | 6.3 |
| FY-01 94 KITS | | | | | | | | | [94] | 8.3 |
| TOTAL INSTALL | | | | | | | | | 369 | 33.7 |
| TOTAL COST (BP-1100) | | | | | | | | | 369 | 190.7 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 14 Months

Milestones

| | <u>FY-92</u> | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 03/92 | | | 04/95 | 11/95 | 06/97 | 02/98 | 06/99 | 02/00 | 02/01 | | |
| Delivery Date (Month/CY) | 09/92 | | | 06/96 | 01/97 | 08/98 | 04/99 | 08/00 | 04/01 | 04/02 | | |

Installation Schedule

| | | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | |
|----------|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|--|
| 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 | | | | | | 1 | 5 | 3 | | | | | | |
| Output | | | | | 2 | | | | | | | | | | | | | | 1 | 2 | | | | | | 2 | 7 | | | | | | |
| | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | |
| Input | 1 | 29 | 36 | 43 | 36 | 36 | 23 | 15 | 18 | 18 | 20 | 21 | 24 | 26 | 9 | | | | | | | | | | | | | | | | | | |
| Output | 1 | 19 | 33 | 41 | 39 | 36 | 30 | 15 | 17 | 18 | 19 | 21 | 23 | 25 | 18 | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Models of Aircraft Affected: A/OA-10A

Center: OO-ALC - Hill AFB, UT

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: A-10 Class P
PE 0207131F Team POWER

Description/Justification

Develop and install a new Integrated Flight and Fire Control Computer (formerly titled LASTE Upgrade Computer) and associated aircraft installed Group A Kit. 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, and 1760 Bus/Smart Weapons. This mod is baselined with mod numbers 37120 and 9801. A Group A and B Kit is being procured for the Simulator/Trainer in FY02. Quantity based on 367 a/c + 30 spares = 397.

Program was accelerated from FY02 to FY01 based on an FY01 Congressional Add, so there are no out of cycle New Start Issues.

'FY03-FY07 budget numbers do not reflect the DoD strategic review results.'

Aircraft Breakdown: Active 212, Reserve 52, ANG 102

Development Status

Hardware development and software update/conversion will be done concurrently. Hardware consists of Group A and IFFCC computer. 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. The purpose of R&D funding is to complete EMD of the upgraded computer and Aircraft Mod. Milestones: SRR Mar 99; PDR Jun 99; CDR Sep 99.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 2.2 | | 7.2 | | 5.0 | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | [175] | 0.7 | [25] | 0.1 | [166] | 0.7 | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | 57 | 3.1 | 51 | 2.9 | 95 | 5.6 | 138 | 8.4 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | 0.2 | | | | | | |
| SIM/TRAINER | | | | | [5] | 0.1 | [5] | 0.1 | | | | |
| SUPPORT-EQUIP | | | | | | 1.5 | | | | | | |
| ICS | | | | | | 0.0 | | 0.2 | | 0.2 | | 0.2 |
| *** See Remarks *** | | | | | | 0.3 | | 0.3 | | 0.2 | | |
| *** See Remarks *** | | | | | | 0.2 | | 0.0 | [17] | 0.2 | [10] | 0.1 |
| OGC | | | | | | 0.1 | | 0.1 | | 0.1 | | 0.1 |
| INITIAL SPARES | | | | | | 0.6 | | 1.7 | [18] | 1.1 | [13] | 0.8 |
| INSTALLATION OF H | | | | | | | | 0.1 | | 0.1 | | 0.1 |
| TOTAL COST (BP-1100) | | | | | 57 | 6.8 | 51 | 5.4 | 95 | 8.1 | 138 | 9.7 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |

PROCUREMENT (3010) Continued
(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 14.3 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | [366] | 1.5 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | 25 | 1.6 | | | | | | | 366 | 21.6 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | 0.1 | | | | | | | | 0.1 |
| DATA | | 0.1 | | | | | | | | 0.3 |
| SIM/TRAINER | | | | | | | | | [10] | 0.1 |
| SUPPORT-EQUIP | | | | | | | | | | 1.5 |
| ICS | | 0.3 | | | | | | | | 0.9 |
| *** See Remarks *** | | | | | | | | | | 0.8 |
| *** See Remarks *** | | | | | | | | | [27] | 0.5 |
| OGC | | 0.1 | | | | | | | | 0.3 |
| INITIAL SPARES | | | | | | | | | [31] | 4.1 |
| INSTALLATION OF H | | 0.2 | | | | | | | | 0.6 |
| TOTAL COST (BP-1100) | 25 | 2.2 | | | | | | | 366 | 32.2 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: COUNTERMEASURE SET MN-9602
 Models of Aircraft Affected: OA/A-10

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: A-10 Class P
 PE 0207131F Team POWER

Center: OO-ALC - Hill AFB, UT

Description/Justification

The current Electronic Combat (EC) systems were installed into the aircraft under a design concept that required a separate Cockpit Control Unit (CCU) for each system. The EC systems functionality as a whole is cumbersome, systematically disjointed, with limited growth capability. A single unit will replace all existing CCUs and provide control of operation, mode selection, and management of the individual electronic warfare systems using one CCU that is Night Vision Goggle (NVG) compatible. It provides hands-on control, and improves pilot vehicle interface. The system can be programmed with up to 16 different chaff and flare scenarios that can be selected by the pilot. The current system supports only 1 pilot selected scenario. The system provides a manual mode of operation for coordinated EC system response. Future automatic, or semi-automatic, threat response growth provisions are included and await the development of applicable threat response software programs for implementation. This is follow-on modification procurement for Active Forces based on an AFRC and guard program. Group B is managed by WR-ALC. Kit quantities include 1 additional for installation in Ground Trainer. Initial (FY01) purchase will be added to existing Guard and Reserve Delivery Order cutting procurement cost and time (to only 4 months).

'FY03-FY07 budget numbers do not reflect the DoD strategic review results.'

Aircraft Breakdown: Active 213, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 3 | 0.0 | 46 | 0.6 | 10 | 0.3 | 72 | 1.1 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | [3] | 0.1 | [46] | 2.4 | [10] | 0.6 | [72] | 4.1 |
| EQUIP | | | | | | 0.2 | | 0.2 | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 0.2 | | | | 0.1 | | 0.1 |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | [2] | 0.1 | [1] | 0.1 | [2] | 0.1 | [1] | 0.1 |
| SUPPORT-EQUIP | | | | | | | | 0.7 | | 0.4 | | 0.2 |
| OGC | | | | | | | | 0.0 | | 0.0 | | 0.0 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 3 KITS | | | | | | | [3] | 0.1 | | | | |
| FY-02 46 KITS | | | | | | | | | [46] | 2.0 | | |
| FY-03 10 KITS | | | | | | | | | | | [10] | 0.4 |
| FY-04 72 KITS | | | | | | | | | | | | |
| FY-05 42 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | 3 | 0.1 | 46 | 2.0 | 10 | 0.4 |
| TOTAL COST (BP-1100) | | | | | 3 | 0.6 | 46 | 4.0 | 10 | 3.5 | 72 | 6.1 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 42 | 0.7 | | | | | | | 173 | 2.8 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | [88] | 5.8 | | | | | | | [219] | 13.0 |
| EQUIP NONREC | | | | | | | | | | 0.4 |
| CHANGE ORDERS | | 0.1 | | 0.0 | | | | | | 0.5 |
| DATA | | | | 0.0 | | | | | | 0.0 |
| SIM/TRAINER | | | | | | | | | [6] | 0.4 |
| SUPPORT-EQUIP | | 0.2 | | | | | | | | 1.4 |
| OGC | | 0.0 | | 0.0 | | | | | | 0.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 3 KITS | | | | | | | | | [3] | 0.1 |
| FY-02 46 KITS | | | | | | | | | [46] | 2.0 |
| FY-03 10 KITS | | | | | | | | | [10] | 0.4 |
| FY-04 72 KITS | [72] | 3.8 | | | | | | | [72] | 3.8 |
| FY-05 42 KITS | | | [42] | 4.6 | | | | | [42] | 4.6 |
| TOTAL INSTALL | 72 | 3.8 | 42 | 4.6 | | | | | 173 | 10.9 |
| TOTAL COST (BP-1100) | 42 | 10.6 | | 4.6 | | | | | 173 | 29.5 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | 2 | 1 | | | 10 | 12 | 12 | 12 | 3 | 3 | 3 | 1 | 18 | 18 | 18 | 18 | 10 | 10 | 10 | 12 |
| Output | | | | | 2 | 1 | | | 10 | 12 | 12 | 12 | 3 | 3 | 3 | 1 | 18 | 18 | 18 | 18 | 10 | 10 | 10 | 12 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: FM IMMUNITY MN-DC101
Models of Aircraft Affected: OA/A-10

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: A-10 Class P
PE 0207131F Team POWER

Center: OO-ALC - Hill AFB, UT

Description/Justification

FY00 funds were provided in a Congressional Plus-up for the FY00PB Global Air Traffic Management(GATM). The precision approach and landing requirements for Global Air Traffic Management (GATM) requires increased selectivity and filtering to existing Instrument Landing Systems (ILSs). This increased selectivity and filtering is referred to as 'ILS Frequency Modulation (FM) Immunity'. The International Civil Aviation Organization (ICAO) has established 1 Jan 01 to have FM Immunity capability on aircraft operating in Europe.

This is not a New Start. FY00 funding for effort resulted from a Congressional Appropriations Committee plus-up for GATM efforts, one of which is FM Immunity.

Aircraft Breakdown: Active 213, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 128 | 1.0 | | | | | | | | |
| EQUIP | | | | 0.1 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | 0.1 | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INTEGRATION | | | | 0.3 | | | | | | | | |
| TOTAL COST (BP-1100) | | | 128 | 1.5 | | | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|-----|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | |
| RDT&E (3600) | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 128 | 1.0 | |
| EQUIP NONREC | | | | | | | | | | 0.1 | |
| CHANGE ORDERS | | | | | | | | | | | |
| DATA | | | | | | | | | | 0.1 | |
| SIM/TRAINER | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | |
| INTEGRATION | | | | | | | | | | 0.3 | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 128 | 1.5 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 8 Months

Follow-On Lead Time: 6 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 06/00 | | |
| Delivery Date (Month/CY) | 02/01 | | |

| | | | | | | | | |
|--|-----------|-----------|-----------|------------------------------------|-----------|-----------|--------------------------|----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: F-15 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$304.227 | \$319.252 | \$212.160 | \$250.479 | \$244.398 | \$137.805 | \$122.651 | \$79.543 |

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 FY02 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY02 are F100-220E Engine Upgrade; ALQ 135, Band 1.5; FDL Link 16; and APG 63 Radar Upgrade. The specific modifications budgeted and programmed are below.

Note that the FY03-07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P | 10211B | SECONDARY POWER | 3.3 | 2.6 | 1.6 | 0.4 | 2.8 | 1.0 | 0.1 | | | 13.1 |
| | 13647B | HIGH PRESSURE WAT | 1.6 | | | | | | | | | 54.4 |
| | 16628B | LANDING GEAR WIRIN | 0.6 | 0.6 | | | | | | | | 15.9 |
| | 16628E | LG WIRING/SWITCHES | 2.2 | | | | | | | | | 4.0 |
| | 19203B | F100-220E ENGINE UP | 52.5 | 57.9 | 24.4 | 68.0 | 75.1 | | | | | 401.8 |
| | 3150E | GPS | 5.2 | 0.7 | | | | | | | | 41.5 |
| | 6052 | 2ND VANE INNER AIR S | 0.2 | | | | | | | | | 1.1 |
| | 6071 | 4TH DISK BRUSH SEAL | 0.5 | | | | | | | | | 1.9 |
| | 6086 | SUPER CONVECTIVE S | 1.5 | | | | | | | | | 9.4 |
| | 6106 | SECONDARY POWER | | 1.6 | 1.6 | 1.3 | 0.6 | 0.1 | | | | 5.1 |
| | 6109 | FIRST BRUSH SEAL | 0.6 | | | | | | | | | 5.1 |
| | 6141 | EAGLE 229 HPT OD FL | 1.3 | 0.1 | | | | | | | | 8.5 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 32 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|-----------|-----------|-----------|-----------------------------|-----------|-----------|-------------------|----------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: F-15 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$304.227 | \$319.252 | \$212.160 | \$250.479 | \$244.398 | \$137.805 | \$122.651 | \$79.543 |

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 FY02 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY02 are F100-220E Engine Upgrade; ALQ 135, Band 1.5; FDL Link 16; and APG 63 Radar Upgrade. The specific modifications budgeted and programmed are below.

Note that the FY03-07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | 6142 | COMBUSTER IMPROVE | 0.6 | | | | | | | | | 1.2 |
| | 6145 | FUEL NOZZLE DAMPIN | 0.4 | 1.4 | 0.8 | | | | | | | 2.6 |
| | 6146 | IMPROVED DURABILIT | 0.6 | 0.1 | | | | | | | | 0.7 |
| | 6147 | 2ND STAGE FAN IMPR | | 5.5 | | | | | | | | 5.5 |
| | 6149 | REOPERATED AUGME | 0.2 | | | | | | | | | 0.2 |
| | 6155 | DIGITAL ELECTRONIC | | 0.1 | | | | | | | | 0.1 |
| | 6156 | ENHANCED MAINTENA | 0.1 | 0.1 | | | | | | | | 0.2 |
| | 8049 | APG-63V(1) RADAR UP | 105.2 | 116.6 | 93.8 | 89.3 | 4.1 | 2.5 | | | | 614.0 |
| | 8237 | DIGITAL MAP SYSTEM | 9.9 | 9.4 | 4.8 | | | | | | | 27.1 |
| | 8250 | FIGHTER DATA LINK (| 36.4 | | | | | | | | | 130.9 |
| | 8265 | PROGRAMMABLE ARM | | 3.6 | 16.9 | 18.5 | 21.3 | 14.9 | 2.0 | 0.8 | | 78.1 |
| | 8314 | AIR DATA PROCESSOR | 4.7 | 5.2 | 5.1 | 4.4 | 5.5 | 4.3 | 1.8 | 0.7 | | 31.7 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 32 | PAGE NO. 2 | |
|--|-------------------------------|---------------|--|

| | | | | | | | | |
|--|-----------|-----------|-----------|------------------------------------|-----------|-----------|--------------------------|----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: F-15 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$304.227 | \$319.252 | \$212.160 | \$250.479 | \$244.398 | \$137.805 | \$122.651 | \$79.543 |

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 FY02 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY02 are F100-220E Engine Upgrade; ALQ 135, Band 1.5; FDL Link 16; and APG 63 Radar Upgrade. The specific modifications budgeted and programmed are below.

Note that the FY03-07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | 8352 | JOINT HELMET-MOUNT | | 5.5 | 22.4 | 25.1 | 26.5 | 23.5 | 1.3 | | | 104.4 |
| | 8357 | ADVANCED DISPLAY C | | | | | 33.0 | 35.5 | 37.0 | 3.0 | | 108.5 |
| | 8419 | ALQ 135, BAND 1.5 | 33.4 | 31.0 | 39.9 | 42.0 | 57.0 | 55.3 | 55.3 | 50.3 | | 389.2 |
| | 8420 | FDL LINK 16 | 23.4 | 35.1 | | | 18.0 | | | | | 76.5 |
| | 8454 | ACFT WEAPONS CONT | 1.9 | 0.9 | | | | | | | | 2.9 |
| | 8660 | BOL | | 26.2 | | | | | | | | 26.2 |
| | 8661 | AETC MTD UPGRADES- | | | | 1.3 | | | | | | 1.3 |
| | 8662 | AETC MTD UPGRADES- | | | 0.5 | | | | 2.2 | 1.4 | | 4.1 |
| | 99999E | MISC ENGINE UPDATE | | 0.2 | 0.1 | | | | | | | 0.4 |
| | 99999U | LOW COST RETROFIT | 1.1 | 0.3 | 0.2 | 0.1 | 0.5 | 0.7 | 0.1 | 0.1 | | 5.6 |
| | 99999X | LOW COST MODIFICAT | 0.8 | 0.3 | 0.2 | 0.3 | 0.1 | 0.1 | 0.1 | | | 4.9 |
| | DC101 | FM IMMUNITY | 5.1 | 0.3 | | | | | | | | 5.5 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 32 | PAGE NO. 3 | |
|--|-------------------------------|---------------|--|

| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|-----------|-----------|-----------|-----------------------------|-----------|-----------|-------------------|----------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: F-15 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$304.227 | \$319.252 | \$212.160 | \$250.479 | \$244.398 | \$137.805 | \$122.651 | \$79.543 |

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 FY02 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY02 are F100-220E Engine Upgrade; ALQ 135, Band 1.5; FDL Link 16; and APG 63 Radar Upgrade. The specific modifications budgeted and programmed are below.

Note that the FY03-07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST | TOTAL |
|-------------------------|-----------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|
| | | | | | | | | | | | TO GO | PROG. |
| | IDECM | COMMON ELECTRIC C | | | | | | | 22.9 | 23.4 | | 46.2 |
| | Z88888 | REPROGRAMMINGS | 10.9 | 14.0 | | | | | | | | 29.6 |
| TOTAL FOR CLASS P | | | 304.2 | 319.4 | 212.3 | 250.5 | 244.4 | 137.9 | 122.9 | 79.6 | 0.0 | 2,259.1 |
| TOTAL FOR AIRCRAFT F-15 | | | 304.2 | 319.4 | 212.3 | 250.5 | 244.4 | 137.9 | 122.9 | 79.6 | 0.0 | 2,259.1 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 32 | PAGE NO. 4 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SECONDARY POWER UPGRADE A-D MN-10211B
Models of Aircraft Affected: F-15 A-D

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207130F Team AIR

Description/Justification

Modernization of five commodity components of the Secondary Power System (SPS), including the Jet Fuel Starter Fuel Control Unit, Central Gearbox, Left and Right hand Airframe Mounted Accessory Drive (AMAD), and Clutch Control Valve. Improves R&M of system by 125%. Increases the overall reliability of the SPS. Current system is responsible for 22% of all ground aborts, with 34,000 mhrs per 100K flight hours expended for unscheduled maintenance. Modification quantity is for five component parts of varying total quantities, completed on these items at the Depot, and installed by Organizational and Intermediate (O&I) maintenance into 475 aircraft in the field. All installs and spares on the shelf are to be modified. Quantities shown are component quantities to be modified rather than aircraft install quantities. April 2001 contract award for multi-year contract (FYs 01-05).

FY03-FY07 budget numbers do not reflect DoD strategic review results.

Aircraft Breakdown: Active 398, Reserve 0, ANG 77

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 174 | 1.2 | 674 | 3.2 | 781 | 2.6 | 453 | 1.6 | 198 | 0.4 | 815 | 2.8 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.1 | | 0.1 | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | | | | |
| OGC | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| TOOLING | | 0.1 | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 129 KITS | [129] | | | | | | | | | | | |
| FY-99 45 KITS | | | [45] | 0.0 | | | | | | | | |
| FY-00 674 KITS | | | | | [674] | 0.0 | | | | | | |
| FY-01 781 KITS | | | | | | | [781] | 0.0 | | | | |
| FY-02 453 KITS | | | | | | | | | [453] | 0.0 | | |
| FY-03 198 KITS | | | | | | | | | | | [198] | 0.0 |
| FY-04 815 KITS | | | | | | | | | | | | |
| FY-05 363 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | 129 | | 45 | 0.0 | 674 | 0.0 | 781 | 0.0 | 453 | 0.0 | 198 | 0.0 |
| TOTAL COST (BP-1100) | 174 | 1.3 | 674 | 3.3 | 781 | 2.6 | 453 | 1.6 | 198 | 0.4 | 815 | 2.8 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 363 | 1.0 | | | | | | | 3,458 | 12.8 |
| KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA | | | | | | | | | | 0.2 |
| SIM/TRAINER SUPPORT-EQUIP MOD OF SPARES OGC | | 0.0 | | | | | | | | 0.0 |
| TOOLING | | | | | | | | | | 0.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 129 KITS | | | | | | | | | [129] | |
| FY-99 45 KITS | | | | | | | | | [45] | 0.0 |
| FY-00 674 KITS | | | | | | | | | [674] | 0.0 |
| FY-01 781 KITS | | | | | | | | | [781] | 0.0 |
| FY-02 453 KITS | | | | | | | | | [453] | 0.0 |
| FY-03 198 KITS | | | | | | | | | [198] | 0.0 |
| FY-04 815 KITS | [815] | 0.0 | | | | | | | [815] | 0.0 |
| FY-05 363 KITS | | | [363] | 0.0 | | | | | [363] | 0.0 |
| TOTAL INSTALL | 815 | 0.0 | 363 | 0.0 | | | | | 3,458 | 0.1 |
| TOTAL COST (BP-1100) | 363 | 1.0 | | 0.0 | | | | | 3,458 | 13.1 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: HIGH PRESSURE WATER SEPARATOR MN-13647B
 Models of Aircraft Affected: F-15 C/D

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207130F Team AIR

Description/Justification

This modification 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, this modification is a prerequisite to the Fighter Data Link, APG63V(1), and all other planned avionics modifications.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 278, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 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 | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-90 | 2 KITS | [2] | | | | | | | | | | |
| FY-92 | 62 KITS | [62] | | 2.3 | | | | | | | | |
| FY-93 | 98 KITS | [98] | | 4.3 | | | | | | | | |
| FY-95 | 1 KITS | | [1] | 0.1 | | | | | | | | |
| FY-96 | 61 KITS | [61] | | 2.7 | | | | | | | | |
| FY-97 | 54 KITS | | [54] | 1.6 | | | | | | | | |
| TOTAL INSTALL | | 223 | | 9.2 | | 55 | | 1.6 | | | | |
| TOTAL COST (BP-1100) | | 278 | | | | 1.6 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| 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] | 0.1 |
| FY-96 61 KITS | | | | | | | | | [61] | 2.7 |
| FY-97 54 KITS | | | | | | | | | [54] | 1.6 |
| TOTAL INSTALL | | | | | | | | | 278 | 10.8 |
| TOTAL COST (BP-1100) | | | | | | | | | 278 | 54.4 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Milestones

| | <u>FY-90</u> | <u>FY-91</u> | <u>FY-92</u> | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 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

| | <u>FY-90</u> | | | | <u>FY-91</u> | | | | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 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 | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | |

Installation Schedule Continued

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | | | | |
|----------|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|---|
| 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 | 18 | 18 | 19 | 19 | 18 | 19 | 19 | 19 | 16 | 16 | 16 | 16 | 6 | 6 | 6 | 6 | 2 | 2 | 2 | 2 | | | | | | | | |
| Output | 8 | 18 | 18 | 19 | 19 | 18 | 19 | 19 | 19 | 16 | 16 | 16 | 16 | 16 | 6 | 6 | 6 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | | | | |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: LANDING GEAR WIRING/SWITCHES MN-16628B
 Models of Aircraft Affected: F-15 A/B/C/D

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 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) switches have to be replaced. There have been 80 aircraft aborts due to this problem. 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.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 397, Reserve 0, ANG 126

Development Status

Complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 523 | 7.0 | | | | | | | | | | |
| KITS NONRECUR EQUIPMENT | [523] | 5.3 | | | | | | | | | | |
| EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | | 0.0 | | | | | | | | | | |
| OGC | | 0.0 | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-89 | 88 | KITS | | | | | | | | | | |
| FY-90 | 27 | KITS | [115] | 0.8 | | | | | | | | |
| FY-91 | 20 | KITS | [20] | 0.3 | | | | | | | | |
| FY-92 | 83 | KITS | [83] | 0.7 | | | | | | | | |
| FY-94 | 107 | KITS | [107] | 0.3 | | | | | | | | |
| FY-97 | 48 | KITS | [48] | 0.4 | | | | | | | | |
| FY-98 | 78 | KITS | | | [72] | 0.6 | [6] | 0.1 | | | | |
| FY-99 | 72 | KITS | | | | | [72] | 0.5 | | | | |
| TOTAL INSTALL | 373 | | 72 | 0.6 | 78 | 0.6 | | | | | | |
| TOTAL COST (BP-1100) | 523 | 14.8 | | 0.6 | | 0.6 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 523 | 7.0 |
| KITS NONRECUR EQUIPMENT | | | | | | | | | [523] | 5.3 |
| EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP MOD OF SPARES OGC | | | | | | | | | | 0.0 0.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-89 88 KITS | | | | | | | | | | |
| FY-90 27 KITS | | | | | | | | | [115] | 0.8 |
| FY-91 20 KITS | | | | | | | | | [20] | 0.3 |
| FY-92 83 KITS | | | | | | | | | [83] | 0.7 |
| FY-94 107 KITS | | | | | | | | | [107] | 0.3 |
| FY-97 48 KITS | | | | | | | | | [48] | 0.4 |
| FY-98 78 KITS | | | | | | | | | [78] | 0.6 |
| FY-99 72 KITS | | | | | | | | | [72] | 0.5 |
| TOTAL INSTALL | | | | | | | | | 523 | 3.7 |
| TOTAL COST (BP-1100) | | | | | | | | | 523 | 15.9 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

| | <u>FY-89</u> | <u>FY-90</u> | <u>FY-91</u> | <u>FY-92</u> | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 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

| | <u>FY-89</u> | | | | <u>FY-90</u> | | | | <u>FY-91</u> | | | | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--|--|--|--|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | |
| Input | | | | | | | | | | | | | 2 | | | | | | | | 2 | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | 2 | | | | | | | | 2 | | | | | | | | | | | | | | | |

Installation Schedule Continued

| | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|---|---|---|
| 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 | 13 | 18 | 18 | 18 | 18 | 19 | 19 | 19 | 20 | | | | |
| Output | 28 | 27 | 27 | 27 | 28 | 27 | 27 | 27 | 26 | 12 | 12 | 12 | 13 | 18 | 18 | 18 | 18 | 19 | 19 | 19 | 20 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: LG WIRING/SWITCHES MN-16628E
Models of Aircraft Affected: F-15E

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

This effort modifies landing gear to encapsulate wiring; installs new design proximity and weight on wheels (WOW) switches to latest configuration. 140 aircraft get cabling, proximity switches, and WoW switches. The remaining 71 aircraft receive only cabling and proximity switches.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 201, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 100 | 1.8 | 101 | 2.2 | | | | | | | | |
| KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP OGC | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | 100 | 1.8 | 101 | 2.2 | | | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 201 | 4.0 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 201 | 4.0 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 10 Months

Follow-On Lead Time: 6 Months

Milestones

| | <u>FY-99</u> | <u>FY-00</u> |
|--------------------------|--------------|--------------|
| Contract Date (Month/CY) | 01/99 | 05/00 |
| Delivery Date (Month/CY) | 11/99 | 11/00 |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: F100-220E ENGINE UPGRADE MN-19203B
 Models of Aircraft Affected: F-15 C/D

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207130F Team AIR

Center: WRALC Robins AFB GA

Description/Justification

This effort modifies the F100-PW-100/-200 engine to the F100-PW-220E configuration. -220E includes the core, gear pump and digital electronic engine control (DEEC) system. It will be equivalent to the new production -220 engine. Maintenance benefits include no engine trim, automated diagnostics, 23% fewer organizational-scheduled inspections, and 86% increased availability. Benefits include avoidance of six class A mishaps. Operational benefits include 32% faster idle-to-max transient, normal 10% thrust improvement, full envelope capability, unrestricted throttle movement, automatic secondary control and 225 knot air start capability. Install plan utilizes scheduled Depot Overhaul (O&M) funding as negotiated annually with the using command, and also military labor at the field production facility. The quantities in the EQUIPMENT line and MOD OF SPARES line represent the total number of equivalent engine upgrades procured. The INSTALLATION OF HARDWARE dollars represent the costs of labor for modifying DLR items associated with the engine upgrade kits purchased in the previous FY. The OGC line in FY00 contains \$18.3M of ANG money that is pending a reprogramming action to another ANG requirement. FY01 Congressional add of \$36M increased quantity of kits purchased in that year.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 265, Reserve 0, ANG 0

Development Status

Completed.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 81 | 93.0 | 17 | 26.2 | 36 | 48.0 | 12 | 19.4 | 34 | 55.0 | 28 | 46.2 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | [1] | 1.0 | | |
| MOD OF SPARES | [24] | 28.3 | [4] | 6.2 | [6] | 8.7 | [2] | 3.1 | [6] | 9.7 | [15] | 24.8 |
| OGC | | 0.7 | | 18.6 | | 0.3 | | 0.7 | | 0.7 | | 0.8 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-93 | 3 | KITS | | | | | | | | | | |
| FY-94 | 18 | KITS | | | | | | | | | | |
| FY-97 | 20 | KITS | | | | | | | | | | |
| FY-98 | 18 | KITS | [7] | 2.0 | | | | | | | | |
| FY-99 | 22 | KITS | | | 1.5 | | | | | | | |
| FY-00 | 17 | KITS | | | | 1.0 | | | | | | |
| FY-01 | 36 | KITS | | | | | 1.2 | | | | | |
| FY-02 | 12 | KITS | | | | | | | 1.5 | | | |
| FY-03 | 34 | KITS | | | | | | | | | | 3.3 |
| FY-04 | 28 | KITS | | | | | | | | | | |
| TOTAL INSTALL | 7 | 2.0 | | 1.5 | | 1.0 | | 1.2 | | 1.5 | | 3.3 |
| TOTAL COST (BP-1100) | 81 | 123.9 | 17 | 52.5 | 36 | 57.9 | 12 | 24.4 | 34 | 68.0 | 28 | 75.1 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 208 | 287.8 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | [1] | 1.0 |
| MOD OF SPARES | | | | | | | | | [57] | 80.8 |
| OGC | | | | | | | | | | 21.7 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-93 | 3 | KITS | | | | | | | | |
| FY-94 | 18 | KITS | | | | | | | | |
| FY-97 | 20 | KITS | | | | | | | | |
| FY-98 | 18 | KITS | | | | | | | [7] | 2.0 |
| FY-99 | 22 | KITS | | | | | | | | 1.5 |
| FY-00 | 17 | KITS | | | | | | | | 1.0 |
| FY-01 | 36 | KITS | | | | | | | | 1.2 |
| FY-02 | 12 | KITS | | | | | | | | 1.5 |
| FY-03 | 34 | KITS | | | | | | | | 3.3 |
| FY-04 | 28 | KITS | | | | | | | | |
| TOTAL INSTALL | | | | | | | | | 7 | 10.5 |
| TOTAL COST (BP-1100) | | | | | | | | | 208 | 401.8 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | | | | | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|---|--|--|--|--|
| 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 | 1 | 2 | 3 | 4 | | | | |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | | | | 3 | 4 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | 3 | 4 | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: GPS MN-3150E
Models of Aircraft Affected: F-15E

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

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

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 199, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 1.7 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 154 | 3.1 | 42 | 0.5 | | | | | | | | |
| KITS NONRECUR | 3 | 8.5 | | | | | | | | | | |
| EQUIPMENT | [154] | 20.2 | [42] | 3.9 | | | | | | | | |
| EQUIP | [3] | 0.8 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.1 | | | | | | | | | | |
| SIM/TRAINER | [13] | 0.5 | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.3 | | | | | | | | | | |
| OGC | | 0.0 | | 0.0 | | | | | | | | |
| 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] | 0.1 | | | | | | | | | | |
| FY-98 93 KITS | [93] | 1.4 | | | | | | | | | | |
| FY-99 25 KITS | | | [25] | 0.8 | | | | | | | | |
| FY-00 42 KITS | | | | | [42] | 0.7 | | | | | | |
| TOTAL INSTALL | 132 | 2.0 | 25 | 0.8 | 42 | 0.7 | | | | | | |
| TOTAL COST (BP-1100) | 157 | 35.6 | 42 | 5.2 | | 0.7 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 1.7 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 196 | 3.7 |
| KITS NONRECUR | | | | | | | | | 3 | 8.5 |
| EQUIPMENT | | | | | | | | | [196] | 24.1 |
| EQUIP NONREC | | | | | | | | | [3] | 0.8 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.1 |
| SIM/TRAINER | | | | | | | | | [13] | 0.5 |
| SUPPORT-EQUIP | | | | | | | | | | 0.3 |
| OGC | | | | | | | | | | 0.1 |
| 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] | 0.1 |
| FY-98 93 KITS | | | | | | | | | [93] | 1.4 |
| FY-99 25 KITS | | | | | | | | | [25] | 0.8 |
| FY-00 42 KITS | | | | | | | | | [42] | 0.7 |
| TOTAL INSTALL | | | | | | | | | 199 | 3.4 |
| TOTAL COST (BP-1100) | | | | | | | | | 199 | 41.5 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 26 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | |
| Input | | | | | | | | | | | | 3 | | | | | | | | | 3 | 13 | 18 | 19 | 23 | 18 | 16 | 15 | 17 | 14 | 14 | 13 | 13 |
| Output | | | | | | | | | | | | 3 | | | | | | | | | 3 | 13 | 18 | 19 | 23 | 18 | 16 | 15 | 17 | 14 | 14 | 13 | |

Installation Schedule Continued

| | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 |
| Input | | | | |
| Output | 13 | | | |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: SUPER CONVECTIVE SHROUD MN-6086
 Models of Aircraft Affected: F-15E, -229 ENGINE

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

This modification is complete. The effort provides an airfoil-like convective cooling scheme for the blade outer air seal (BOAS), incorporating six individual cavities which pass air down the length of the cavity to provide convective cooling on the F100-PW-229 engine. Each cavity includes film cooling holes to further augment the heat transfer. This allows the segment to withstand increased gas path temperatures without suffering a loss in oxidation/erosion capability. Mod drives the F-15 rejection rate of 83% down to 0% for each aircraft shroud. Kit quantities include installs, spares, and spare modules. This mod is baselined with MNs 6071, 6109, 6052, and 6141. ECP 96QA053.

FY03-FY07 budget numbers do not reflect DoD strategic review results.

Aircraft Breakdown: Active 75, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 194 | 7.9 | 37 | 1.5 | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | 194 | 7.9 | 37 | 1.5 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 231 | 9.4 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 231 | 9.4 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: DEPOT OVERHAUL

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SECONDARY POWER UPGRADE MN-6106
Models of Aircraft Affected: F-15E

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

Modernization of five commodity components of the Secondary Power System (SPS), including the Jet Fuel Starter Fuel Control Unit, Central Gearbox, Left and Right Hand Airframe Mounted Accessory Drive (AMAD), Clutch Control Valve, and Jet Fuel Starter. Increases R&M of the system in the overall reliability of the SPS by 125%. Current system is responsible for 22% of all ground aborts, with 34,000 mhrs per 100K flight hours expended for unscheduled maintenance. Modification is a commodity mod. Five commodity parts of varying quantities will be modified at depot and will be installed by O&I maintenance. Aircraft does not have to be input into depot maintenance to receive mod. Mod quantities are commodity items to be modified, rather than aircraft installs. April 2001 contract award for multi-year contract (FYs 01-05).

FY03-FY07 budget numbers do not reflect DoD strategic review results.

Aircraft Breakdown: Active 201, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 444 | 1.6 | 407 | 1.6 | 342 | 1.2 | 99 | 0.5 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | | | | |
| OGC | | | | | | | | 0.0 | | 0.0 | | 0.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 444 KITS | | | | | | | [444] | 0.0 | | | | |
| FY-02 407 KITS | | | | | | | | | [407] | 0.0 | | |
| FY-03 342 KITS | | | | | | | | | | | [342] | 0.0 |
| FY-04 99 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | 444 | 0.0 | 407 | 0.0 | 342 | 0.0 |
| TOTAL COST (BP-1100) | | | | | 444 | 1.6 | 407 | 1.6 | 342 | 1.3 | 99 | 0.6 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 1,292 | 5.0 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | | |
| OGC | | 0.0 | | | | | | | | 0.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 444 KITS | | | | | | | | | [444] | 0.0 |
| FY-02 407 KITS | | | | | | | | | [407] | 0.0 |
| FY-03 342 KITS | | | | | | | | | [342] | 0.0 |
| FY-04 99 KITS | [99] | 0.0 | | | | | | | [99] | 0.0 |
| TOTAL INSTALL | 99 | 0.0 | | | | | | | 1,292 | 0.1 |
| TOTAL COST (BP-1100) | | 0.0 | | | | | | | 1,292 | 5.1 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | |
|--------|--------------|---|---|---|--------------|-----|-----|-----|--------------|-----|-----|-----|--------------|----|----|----|--------------|----|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | 111 | 111 | 111 | 111 | 102 | 101 | 102 | 102 | 84 | 86 | 86 | 86 | 24 | 25 | 25 | 25 |
| Output | | | | | 111 | 111 | 111 | 111 | 102 | 101 | 102 | 102 | 84 | 86 | 86 | 86 | 24 | 25 | 25 | 25 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: EAGLE 229 HPT OD FLOWPATH MN-6141
Models of Aircraft Affected: F15E 229 ENGINE

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

This modification shortens the diffuser case outside diameter (OD) skirt; incorporates a double clevis on the high pressure turbine (HPT) case and provides for bolting the 1st vane to the modified HPT case on the F100-PW-229 engine. These changes eliminate a flow separation in the flow path of the HPT. Eliminates scrap and repair of the HPT case and attachment hardware and greatly reduces the failure rates for the 1st Vane, 1st Blade, 2nd Vane and 2nd Blade. Kit quantities include installs, spares, and spare modules. This mod is baselined with MNs 6071, 6109, 6052, and 6086. ECP 96QA053.

FY03-FY07 budget numbers do not reflect DoD strategic review results.

Aircraft Breakdown: Active 75, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 191 | 5.9 | 27 | 0.7 | | | | | | | | |
| KITS NONRECUR | | | | | [12] | 0.0 | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.4 | | | | | | | | | | |
| OGC | | 0.9 | | 0.6 | | | | | | | | |
| TOTAL COST (BP-1100) | 191 | 7.2 | 27 | 1.3 | | 0.0 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 218 | 6.6 |
| KITS NONRECUR | | | | | | | | | [12] | 0.0 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.4 |
| OGC | | | | | | | | | | 1.5 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 218 | 8.5 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT OVERHAUL

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

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

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: FUEL NOZZLE DAMPING MN-6145
 Models of Aircraft Affected: F15E-229 ENG

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

This effort provides new damped stage fuel nozzles and fuel manifold supply line bracket scheme to dampen vibratory stress on the F100-PW-229 engine. Existing fuel manifold supply lines have fractured, resulting in three engine shutdowns. Damped nozzle portion of retrofit is tied to depot return schedule of engine; bracketing portion of retrofit will be accomplished at I-Level. The retrofit consists of kits for brackets and kits for fuel nozzles, and include installs, spares, and spare modules. The commodity kits for brackets (260) are included in the FY01 kit buy.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 92, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 69 | 0.3 | 45 | 0.2 | 10 | 0.0 | | | | |
| KITS NONRECUR | | | | | [15] | 0.1 | | | | | | |
| EQUIPMENT | | | | | | 0.1 | | | | | | |
| EQUIP | | | | | [260] | 0.0 | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | 0.0 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | | | 0.8 | | 0.6 | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 69 KITS | | | [19] | 0.1 | [50] | 0.2 | | | | | | |
| FY-01 45 KITS | | | | | [10] | 0.0 | [35] | 0.1 | | | | |
| FY-02 10 KITS | | | | | | | [10] | 0.0 | | | | |
| TOTAL INSTALL | | | 19 | 0.1 | 60 | 0.2 | 45 | 0.2 | | | | |
| TOTAL COST (BP-1100) | | | 69 | 0.4 | 45 | 1.4 | 10 | 0.8 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 124 | 0.5 |
| KITS NONRECUR | | | | | | | | | [15] | 0.1 |
| EQUIPMENT | | | | | | | | | | 0.1 |
| EQUIP NONREC | | | | | | | | | [260] | 0.0 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.0 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 1.3 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 69 KITS | | | | | | | | | [69] | 0.3 |
| FY-01 45 KITS | | | | | | | | | [45] | 0.2 |
| FY-02 10 KITS | | | | | | | | | [10] | 0.0 |
| TOTAL INSTALL | | | | | | | | | 124 | 0.5 |
| TOTAL COST (BP-1100) | | | | | | | | | 124 | 2.6 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 7 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 02/00 | 12/00 | 12/01 |
| Delivery Date (Month/CY) | 05/00 | 07/01 | 07/02 |

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | |
| Input | | | | | 19 | 17 | 18 | 15 | 10 | 15 | 10 | 10 |
| Output | | | | | 19 | 17 | 18 | 15 | 10 | 15 | 10 | 10 |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: 2ND STAGE FAN IMPROVEMENTS MN-6147
 Models of Aircraft Affected: F-15E -229 ENG

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

Provides improved design 2nd stage fan stators for the F100-PW-229 engine. New stators will reduce vane airfoil chordwise bending mode to an acceptable level. Eight engines have been found with second stage fan vane cracking; two had liberated pieces and one caused compressor damage. Liberated pieces can stall an engine and result in a Non-Recoverable Inflight Shutdown (NRIFSD). Class A event. Class A rate without improvements is 0.75/100 Engine Flight Hours (EFH). Kit quantities include installs, spares, and spare modules. ECP 97QA034. Funding for this effort was not started in FY00, but rather in FY01 as originally stated in the FY00 PBR submittal.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 92, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 255 | 5.5 | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | 0.0 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | | 255 | 5.5 | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 255 | 5.5 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.0 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 255 | 5.5 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 8 Months

Follow-On Lead Time: 8 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | 12/00 | 12/01 |
| Delivery Date (Month/CY) | | 08/01 | 08/02 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: APG-63V(1) RADAR UPGRADE MN-8049
Models of Aircraft Affected: F-15 C/D

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207130F Team AIR

Center: WRALC Robins AFB GA

Description/Justification

This modification provides significant improvements to the reliability and maintainability of the aging APG-63 radar. The current APG-63 is becoming logistically unsupportable because of parts obsolescence. Modification will ensure the F-15C is the world's best air superiority aircraft until the F-22 assumes primary air-to-air mission. APG-63(v)1 must be supported through the end of the F-15 life. This program uses a form-fit-function contractor sustainment concept, vice organic, that incentivizes the contractor to proactively improve radar reliability and eliminate obsolete parts. Installs are done in field by contractor. USAF performs preparation prior to entering contractor mod phase. Due to this, some aircraft will be inducted into installation line in one quarter but not begin contractor modification until the next quarter.

APG-63(v)1 program is a building block and enabler for F-15 future growth capabilities such as Combat ID, Electronic Counter Measures, and the APG-63(v)2 radar.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 159, Reserve 0, ANG 0

Development Status

EMD start Aug 94 DT&E start Jul 97. LRIP awarded Aug 97. IOT&E effectiveness eval ended Jul 99. IOT&E suitability eval ended May 00. Follow-on suitability eval ended Mar 01. FY01 production go-ahead is Jun 01.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 218.5 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 43 | 2.5 | 33 | 1.1 | 36 | 1.2 | 25 | 0.9 | 22 | 0.7 | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | [43] | 155.6 | [33] | 97.3 | [36] | 107.8 | [25] | 87.1 | [22] | 83.2 | | |
| EQUIP | | 32.0 | | 5.6 | | 4.2 | | 0.0 | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.0 | | 1.3 | | 0.2 | | 1.4 | | 0.9 | | 0.6 |
| DATA | | 0.3 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INITIAL SPARES (EXEMPT) | | | | | | | | | | | | |
| ICS | | 11.2 | | | | | | | | | | |
| OGC | | 0.0 | | 0.0 | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-97 4 KITS | [3] | 0.9 | [1] | | | | | | | | | |
| FY-98 17 KITS | | | [17] | | | | | | | | | |
| FY-99 22 KITS | | | | | [22] | 2.5 | | | | | | |
| FY-00 33 KITS | | | | | [6] | 0.7 | [27] | 3.5 | | | | |
| FY-01 36 KITS | | | | | | | [7] | 0.9 | [29] | 3.6 | | |
| FY-02 25 KITS | | | | | | | | | [5] | 0.8 | [20] | 2.6 |
| FY-03 22 KITS | | | | | | | | | | | [6] | 0.8 |
| TOTAL INSTALL | 3 | 0.9 | 18 | | 28 | 3.2 | 34 | 4.4 | 34 | 4.4 | 26 | 3.4 |
| TOTAL COST (BP-1100) | 43 | 202.5 | 33 | 105.2 | 36 | 116.6 | 25 | 93.8 | 22 | 89.3 | | 4.1 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 218.5 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 159 | 6.3 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [159] | 531.0 |
| EQUIP NONREC | | | | | | | | | | 41.9 |
| CHANGE ORDERS | | 0.4 | | | | | | | | 4.9 |
| DATA | | | | | | | | | | 0.3 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INITIAL SPARES (EXEMPT) | | | | | | | | | | |
| ICS | | | | | | | | | | 11.2 |
| OGC | | | | | | | | | | 0.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-97 4 KITS | | | | | | | | | [4] | 0.9 |
| FY-98 17 KITS | | | | | | | | | [17] | |
| FY-99 22 KITS | | | | | | | | | [22] | 2.5 |
| FY-00 33 KITS | | | | | | | | | [33] | 4.2 |
| FY-01 36 KITS | | | | | | | | | [36] | 4.5 |
| FY-02 25 KITS | | | | | | | | | [25] | 3.4 |
| FY-03 22 KITS | | | | | | | | | [22] | 2.9 |
| TOTAL INSTALL | [16] | 2.1 | | | | | | | | |
| | 16 | 2.1 | | | | | | | 159 | 18.4 |
| TOTAL COST (BP-1100) | | 2.5 | | | | | | | 159 | 614.0 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 20 Months

Follow-On Lead Time: 20 Months

Milestones

| | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | 08/97 | 01/98 | 07/99 | 05/00 | 06/01 | 01/02 | 01/03 | | |
| Delivery Date (Month/CY) | | | 02/99 | 07/99 | 01/01 | 11/01 | 02/03 | 07/03 | 07/04 | | |

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: DIGITAL MAP SYSTEM MN-8237
Models of Aircraft Affected: F-15E

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

The effort replaces Remote Map Reader with a digital map system (DMS), incorporating R&M improvements. DMS provides a tactical situational display format to the aircrew via the cockpit display system.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 201, Reserve 0, ANG 0

Development Status

Completed.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 21 | 2.4 | 52 | 9.2 | 88 | 6.0 | 40 | 4.7 | | | | |
| EQUIP | | 0.4 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 0.6 | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | 0.1 | [4] | 0.4 | [1] | 0.1 | | | | | | |
| SUPPORT-EQUIP | | | [20] | 0.2 | [5] | 0.1 | | | | | | |
| INITIAL SPARES (WCF | | | | | | | | | | | | |
| REIMBURSEMENTS) | | | | | | | | | | | | |
| OGC | | | | | | | | | | | | |
| DEPOT | | | | | | 2.5 | | | | | | |
| ICS | | | | 0.1 | | 0.1 | | 0.1 | | | | |
| TOTAL COST (BP-1100) | 21 | 2.9 | 52 | 9.9 | 88 | 9.4 | 40 | 4.8 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 201 | 22.3 |
| EQUIP NONREC | | | | | | | | | | 0.4 |
| CHANGE ORDERS | | | | | | | | | | 0.6 |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | [5] | 0.6 |
| SUPPORT-EQUIP | | | | | | | | | [25] | 0.3 |
| INITIAL SPARES (WCF | | | | | | | | | | |
| REIMBURSEMENTS) | | | | | | | | | | |
| OGC | | | | | | | | | | |
| DEPOT | | | | | | | | | | 2.5 |
| ICS | | | | | | | | | | 0.4 |
| TOTAL COST (BP-1100) | | | | | | | | | 201 | 27.1 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

| | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | 09/99 | 12/99 | 12/00 | 12/01 |
| Delivery Date (Month/CY) | | 09/00 | 12/00 | 12/01 | 12/02 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: FIGHTER DATA LINK (FDL) MN-8250
Models of Aircraft Affected: F-15 A-D

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207130F Team AIR

Center: WRALC Robins AFB GA

Description/Justification

The F-15 A-D Fighter Data Link (FDL) program provides a data link radio to support simultaneous intra and inter-flight two-way communication. The FDL radically increases pilot awareness of the battlespace and enables engagement of time critical targets. The FDL is interoperable with Joint Tactical Information Distribution System (JTIDS) and other Link 16-capable systems. The system is also secure and anti-jam capable against threats. Per OSD direction, the Multi-function Information Distribution System (MIDS) FDL will be the hardware solution for F-15 FDL. This is a Leader/Follower program with FDL being the leader and Link 16 being the follower. The ANG will receive 126 kits; 97 are being funded with BP1100 (quantity and cost shown below); and 29 are being funded with ANG funding (not included in costs below) for a total of 407 A-D acft to be modified. FY00 buy includes \$27.5M Congressional add, which is buying 36 kits for the AF and 73 kits for the ANG.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 281, Reserve 0, ANG 97

Development Status

Completed.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 208 | 5.5 | 170 | 2.8 | | | | | | | | |
| KITS NONRECUR | | 7.3 | | | | | | | | | | |
| EQUIPMENT | [208] | 39.2 | [170] | 28.7 | | | | | | | | |
| EQUIP | | 19.4 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.2 | | 1.6 | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | [3] | 0.2 | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TRAINING | | 0.3 | | | | | | | | | | |
| CONTRACTOR | | 0.4 | | | | | | | | | | |
| SUPPORT | | | | | | | | | | | | |
| PROGRAM MNGMT | | 4.3 | | 0.2 | | | | | | | | |
| SITE ACTIVATION | | 0.4 | | 1.0 | | | | | | | | |
| OGC | | 9.7 | | 0.3 | | | | | | | | |
| WARRANTY | | 6.7 | | 1.8 | | | | | | | | |
| TEST | | 0.8 | | | | | | | | | | |
| TOTAL COST (BP-1100) | 208 | 94.6 | 170 | 36.4 | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 378 | 8.4 |
| KITS NONRECUR | | | | | | | | | | 7.3 |
| EQUIPMENT | | | | | | | | | [378] | 67.8 |
| EQUIP NONREC | | | | | | | | | | 19.4 |
| CHANGE ORDERS | | | | | | | | | | 1.8 |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | [3] | 0.2 |
| SUPPORT-EQUIP | | | | | | | | | | |
| TRAINING | | | | | | | | | | 0.3 |
| CONTRACTOR SUPPORT | | | | | | | | | | 0.4 |
| PROGRAM MNGMT | | | | | | | | | | 4.5 |
| SITE ACTIVATION | | | | | | | | | | 1.4 |
| OGC | | | | | | | | | | 10.0 |
| WARRANTY | | | | | | | | | | 8.5 |
| TEST | | | | | | | | | | 0.8 |
| TOTAL COST (BP-1100) | | | | | | | | | 378 | 130.9 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 15 Months

Follow-On Lead Time: 13 Months

Milestones

| | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/96 | 12/96 | 10/98 | 09/99 | 06/00 |
| Delivery Date (Month/CY) | 12/97 | 03/98 | 01/00 | 12/00 | 09/01 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: PROGRAMMABLE ARMAMENT CONTROL SET MN-8265
 Models of Aircraft Affected: F-15E

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207134F Team POWER

Description/Justification

The F-15E Programmable Armament Control Set (PACS) upgrade program provides for the installation of the redesigned Converter-Programmer (C-P) and Electronic Sequencing Unit (ESU) subsystems. These redesigns provide the warfighter with required interface capabilities for new smart weapons, computing power to utilize these weapons, improved reliability, maintainability, availability, and supportability. The redesign also includes provisions for future expansion of this weapon stores management system. Suite 4E+/Smart Weapons and Advanced Display Core Processor (ADCP) are dependent on PACS Upgrade installation. Initial lead time and follow-on lead time increased based on contractor's latest revised estimates. This is partially due to the fact that the use of a FMS customer to accelerate first article delivery failed to materialize. Funding in FY01 will productionize EMD design with initial lot buy of five retrofit kits and related support. The F-15 E227 aircraft program will fund the establishment of the production capability.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 218, Reserve 0, ANG 0

Development Status

EMD successfully completed in Jun 99

Nuclear Certification in FY02-04 ensures requirement to field new OFP delivery of continued nuclear certified weapon systems.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 19.7 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 5 | 0.3 | 45 | 2.4 | 53 | 2.5 | 60 | 2.8 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | [5] | 1.0 | [45] | 8.7 | [53] | 10.1 | [60] | 11.4 |
| EQUIP | | | | | | 0.3 | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 0.6 | | 0.5 | | 0.3 | | 0.3 |
| DATA | | | | | | 0.6 | | 1.2 | | 0.2 | | 0.1 |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | 0.7 | | 2.8 | | 3.0 | | 4.8 |
| NUCLEAR | | | | | | | | 0.7 | | 0.8 | | 0.2 |
| CERTIFICATION | | | | | | | | | | | | |
| DEPOT | | | | | | | | | | | | |
| WEAPONS UMBILICALS | | | | | [5] | 0.0 | [45] | 0.3 | [53] | 0.3 | [60] | 0.4 |
| TRAINING | | | | | | | | 0.1 | | | | 0.1 |
| OGC | | | | | | | | 0.1 | | 0.1 | | 0.1 |
| ICS | | | | | | | | 0.0 | | 0.1 | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| GFP | | | | | 0.0 | | 0.1 | | 0.0 | | | 0.0 |
| WARRANTY | | | | | 0.0 | | 0.0 | | 0.1 | | | 0.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 5 KITS | | | | | | | [1] | 0.0 | [4] | 0.1 | | |
| FY-02 45 KITS | | | | | | | | | [33] | 0.9 | [12] | 0.3 |
| FY-03 53 KITS | | | | | | | | | | | [33] | 0.8 |
| FY-04 60 KITS | | | | | | | | | | | | |
| FY-05 55 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | 1 | 0.0 | 37 | 1.0 | 45 | 1.1 |
| TOTAL COST (BP-1100) | | | | | 5 | 3.6 | 45 | 16.9 | 53 | 18.5 | 60 | 21.3 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 19.7 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 55 | 2.5 | | | | | | | 218 | 10.5 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | [55] | 10.5 | | | | | | | [218] | 41.7 |
| EQUIP NONREC | | | | | | | | | | 0.3 |
| CHANGE ORDERS | | 0.1 | | 0.3 | | 0.3 | | | | 2.3 |
| DATA | | 0.0 | | | | | | | | 2.1 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 11.3 |
| NUCLEAR | | | | | | | | | | 1.7 |
| CERTIFCATION | | | | | | | | | | |
| DEPOT | | | | | | | | | | |
| WEAPONS UMBILICALS | [55] | 0.3 | | | | | | | [218] | 1.4 |
| TRAINING | | | | 0.1 | | | | | | 0.2 |
| OGC | | | | 0.1 | | 0.1 | | | | 0.5 |
| ICS | | | | | | | | | | 0.1 |
| GFP | | 0.0 | | 0.0 | | | | | | 0.2 |
| WARRANTY | | 0.1 | | 0.0 | | | | | | 0.3 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 5 KITS | | | | | | | | | [5] | 0.1 |
| FY-02 45 KITS | | | | | | | | | [45] | 1.2 |
| FY-03 53 KITS | [20] | 0.4 | | | | | | | [53] | 1.3 |
| FY-04 60 KITS | [43] | 0.9 | [17] | 0.4 | | | | | [60] | 1.4 |
| FY-05 55 KITS | | | [41] | 1.1 | [14] | 0.4 | | | [55] | 1.4 |
| TOTAL INSTALL | 63 | 1.3 | 58 | 1.5 | 14 | 0.4 | | | 218 | 5.4 |
| TOTAL COST (BP-1100) | 55 | 14.9 | | 2.0 | | 0.8 | | | 218 | 78.1 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Milestones

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

Installation Schedule

| | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|----|----|----|
| 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 | 1 | 2 | 3 | 4 | |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 3 | 12 | 11 | 12 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 1 | 12 | 12 | 12 |

| | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | | <u>FY-07</u> | | | |
|----------|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 10 | 13 | 13 | 14 | 13 | 15 | 15 | 15 | 15 | 15 | 14 | 13 | 14 | 14 | | |
| Output | 12 | 6 | 12 | 15 | 8 | 16 | 17 | 22 | 11 | 18 | 12 | 17 | 12 | 2 | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: AIR DATA PROCESSOR MN-8314
Models of Aircraft Affected: F-15E

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

The Air Data Processor (ADP) provides a high quality supportable 2-level maintenance subsystem, and a tailored source for accurate atmospheric sensing, cueing, and weapons delivery. Modification replaces five aging non-supportable avionics subsystems: air data computer, two electronic air inlet controllers; pressure sensor assembly, and flap blow-up switch. The 3010 ADP production is unrelated to SEC tables development. The Advanced Display Core Processor (ADCP) Program is baselined with ADP deliveries. The unit purchase/installation schedule has changed due to a WR-ALC-revised Programmed Depot Maintenance (PDM) schedule and an increase in required installation manhours, going from 175 to 200 hours. Definitization of FY02-06 production options completed in Apr 01. Seven ADP units procured as part of E210 configuration, and 10 units procured as part of E227 configuration.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 196, Reserve 0, ANG 0

Development Status

Development of Group A kit, software integration of ADP, SEC development and flight testing will complete in FY01. Time Compliance Technical Orders (TCTO) Validation/Verification completed in Sep 00. Developmental Testing and Evaluation (DT&E) of hardware and software (V1.0 and V2.0) completed in Oct 00. Operational Testing and Evaluation (OT&E) to be completed Jul 01.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | [5] | 2.9 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 42 | 0.9 | 38 | 0.8 | 24 | 0.5 | 24 | 0.5 | 38 | 0.9 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | [42] | 3.5 | [38] | 3.2 | [24] | 2.0 | [24] | 2.1 | [38] | 3.3 |
| EQUIP | | | | 0.1 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | 0.2 | | 0.5 | | 0.4 | | 0.2 | | 0.1 |
| DATA | | | | | | | | 0.5 | | | | 0.5 |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | 1.0 | | 0.5 | | |
| ICS | | | | | | 0.0 | | 0.1 | | 0.1 | | 0.1 |
| WARRANTY | | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| PARTS RETESTING | | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| OGC | | | | | | 0.5 | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 42 KITS | | | | | [5] | 0.1 | [35] | 0.6 | [2] | 0.2 | | |
| FY-01 38 KITS | | | | | | | | | [38] | 0.6 | | |
| FY-02 24 KITS | | | | | | | | | [9] | 0.2 | [15] | 0.4 |
| FY-03 24 KITS | | | | | | | | | | | [6] | 0.2 |
| FY-04 38 KITS | | | | | | | | | | | | |
| FY-05 30 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | 5 | 0.1 | 35 | 0.6 | 49 | 1.0 | 21 | 0.5 |
| TOTAL COST (BP-1100) | | | 42 | 4.7 | 38 | 5.2 | 24 | 5.1 | 24 | 4.4 | 38 | 5.5 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | [5] | 2.9 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 30 | 0.7 | | | | | | | 196 | 4.4 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | [30] | 2.7 | | | | | | | [196] | 16.8 |
| EQUIP NONREC | | | | | | | | | | 0.1 |
| CHANGE ORDERS | | 0.1 | | 0.1 | | | | | | 1.6 |
| DATA | | | | 0.3 | | | | | | 1.3 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | 0.3 | | | | | | 1.9 |
| ICS | | 0.1 | | 0.2 | | 0.1 | | | | 0.7 |
| WARRANTY | | 0.0 | | | | | | | | 0.1 |
| PARTS RETESTING | | 0.0 | | 0.0 | | | | | | 0.1 |
| OGC | | | | | | | | | | 0.5 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 42 KITS | | | | | | | | | [42] | 0.9 |
| FY-01 38 KITS | | | | | | | | | [38] | 0.6 |
| FY-02 24 KITS | | | | | | | | | [24] | 0.6 |
| FY-03 24 KITS | [18] | 0.4 | | | | | | | [24] | 0.6 |
| FY-04 38 KITS | [11] | 0.3 | [27] | 0.6 | | | | | [38] | 0.9 |
| FY-05 30 KITS | | | [8] | 0.2 | [22] | 0.6 | | | [30] | 0.8 |
| TOTAL INSTALL | 29 | 0.7 | 35 | 0.8 | 22 | 0.6 | | | 196 | 4.3 |
| TOTAL COST (BP-1100) | 30 | 4.3 | | 1.8 | | 0.7 | | | 196 | 31.7 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 17 Months

Milestones

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

Installation Schedule

| | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|---|----|--------------|----|----|----|--------------|---|---|---|--------------|---|---|----|--------------|---|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | 1 | 2 | 2 | | | | 2 | 9 | 11 | 10 | 8 | 12 | 12 | 12 | 10 | 7 | 5 | 4 | 6 | 6 | 6 | 6 | 9 | 10 | 9 | 9 | 11 | 12 |
| Output | | | | | 1 | 2 | 2 | | | | | | 5 | 8 | 7 | 12 | 8 | 9 | 17 | 14 | 9 | 5 | 5 | 5 | 6 | 3 | 7 | 8 | 11 | 7 | 7 | 13 |

Installation Schedule Continued

| | <u>FY-07</u> | | | |
|----------|--------------|----|---|---|
| Quarters | 1 | 2 | 3 | 4 |
| Input | 10 | | | |
| Output | 8 | 13 | 9 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Models of Aircraft Affected: F-15 C/D

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207130F Team AIR

Description/Justification

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

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

Systems procured are for installation on aircraft, plus additional pilot equipment due to the fact that there are more pilots than aircraft. Required Assets Available (RAA) is projected for 4QFY03. Program quantities reduced from the 01 PBR to purchase additional support equipment (mappers), account for cost growth in group A & B, add additional pilot equipment, and changing from warranty to ICS support concept.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 212, Reserve 0, ANG 0

Development Status

PDR and CDR completed FY98/4. Successful DT&E flight test FY99/1 through FY01/2. Operational test started Jun 01 per Dec 99 revised JHMCS EMD schedule. Operational Testing will complete FY02/1. MSIII FY02. In Dec 99, JHMCS EMD was extended 18 months to Mar 02 to resolve R&M issues and improve HOBS performance with AIM-9X. Significant progress demonstrated in JHMCS and AIM-9X Operational Assessments, culminating in Navy-only JHMCS LRIP contract award Aug 00 to support F/A-18E/F. Second LRIP approved 21 May 01 to maintain efficient F-15 and F-16 retrofits concurrent with other aircraft modifications and provide sufficient training assets to support RAA.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 9.6 | | 2.0 | | 3.3 | | 0.5 | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 9 | 0.4 | 31 | 1.5 | 68 | 3.3 | 59 | 2.9 |
| KITS NONRECUR EQUIPMENT | | | | | [9] | 3.0 | [31] | 11.0 | [68] | 13.9 | [59] | 10.8 |
| EQUIP NONREC | | | | | | 0.2 | | 0.6 | | | | |
| CHANGE ORDERS | | | | | | 0.6 | | 1.0 | | 0.7 | | 0.7 |
| DATA | | | | | | 0.7 | | 0.4 | | 0.9 | | 0.8 |
| SIM/TRAINER | | | | | [2] | 0.2 | [3] | 3.5 | | | | |
| SUPPORT-EQUIP | | | | | | 0.2 | | 2.7 | | 1.8 | | 1.8 |
| OGC | | | | | | 0.3 | | 0.3 | | 0.3 | | 0.3 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| TRAINING | | | | | 0.0 | | 0.1 | | 0.2 | | | 0.1 |
| ICS | | | | | | | 0.3 | | 1.2 | | | 3.4 |
| PACKAGING | | | | | 0.1 | | 0.2 | | 0.5 | | | 0.4 |
| SUPT EQUIP- MAPPERS | | | | | | | 0.6 | | 1.2 | | | 1.8 |
| INITIAL SPARES (WCF REIMBURSEMENTS) | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 9 KITS | | | | | | | [9] | 0.3 | | | | |
| FY-02 31 KITS | | | | | | | | | [31] | 1.2 | | |
| FY-03 68 KITS | | | | | | | | | | | [68] | 3.4 |
| FY-04 59 KITS | | | | | | | | | | | | |
| FY-05 45 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | 9 | 0.3 | 31 | 1.2 | 68 | 3.4 |
| TOTAL COST (BP-1100) | | | | | 9 | 5.5 | 31 | 22.4 | 68 | 25.1 | 59 | 26.5 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 15.3 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 45 | 2.3 | | | | | | | 212 | 10.4 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | [45] | 9.8 | | | | | | | [212] | 48.5 |
| EQUIP NONREC | | | | | | | | | | 0.8 |
| CHANGE ORDERS | | 0.4 | | | | | | | | 3.4 |
| DATA | | 0.6 | | | | | | | | 3.3 |
| SIM/TRAINER | | | | | | | | | [5] | 3.7 |
| SUPPORT-EQUIP | | | | | | | | | | 6.5 |
| OGC | | 0.3 | | | | | | | | 1.3 |
| TRAINING | | 0.1 | | | | | | | | 0.5 |
| ICS | | 5.5 | | | | | | | | 10.4 |
| PACKAGING | | 0.3 | | | | | | | | 1.5 |
| SUPT EQUIP- MAPPERS | | 1.3 | | | | | | | | 4.9 |
| INITIAL SPARES (WCF | | | | | | | | | | |
| REIMBURSEMENTS) | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 9 KITS | | | | | | | | | [9] | 0.3 |
| FY-02 31 KITS | | | | | | | | | [31] | 1.2 |
| FY-03 68 KITS | | | | | | | | | [68] | 3.4 |
| FY-04 59 KITS | [59] | 3.0 | | | | | | | [59] | 3.0 |
| FY-05 45 KITS | | | [45] | 1.3 | | | | | [45] | 1.3 |
| TOTAL INSTALL | 59 | 3.0 | 45 | 1.3 | | | | | 212 | 9.2 |
| TOTAL COST (BP-1100) | 45 | 23.5 | | 1.3 | | | | | 212 | 104.4 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 14 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|---|
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: ALQ 135, BAND 1.5 MN-8419
Models of Aircraft Affected: F-15E

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

Modification provides low/mid band jamming capability against electronic threats. Under the Band 1.5 EMD program, Band 1.5 has been integrated with the ALQ-135 Band 3 Internal Countermeasures Set (ICS) and ALR56C Radar Warning Receiver (RWR) to provide full threat coverage. A Band 1.5 system consists of one Control Oscillator (CO) and two RF Amplifiers (RFA). Support Equipment costs include nine Band 1.5 Special Purpose Authorized to Maintenance (SPRAM) shipsets. One SPRAM shipset consists of one CO and one RFA. SPRAM units are 'golden boxes' utilized by maintenance to troubleshoot and analyze failures in the field. The costs below reflect all production and fielding support of the Band 1.5 ICS. Due to funding realignments and production cycle extension across the FYDP, the Band 1.5 program will require the contract to be renegotiated in FY02.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 123, Reserve 0, ANG 0

Development Status

Hardware development is complete. Integration with ALR-56C RWR and Initial Development Flight Test was completed. Initial RDT&E EMD FY97/2-FY99/2. In over 330 cumulative hours of ground and flight testing, there have been very few Band 1.5 hardware failures. Initial IOT&E (FY99/3-FY99/4) identified opportunities to improve software performance of the system. The Band 1.5 program was restructured to incorporate these improvements prior to fielding. A second LRIP was executed in FY00 (Congressional notification has been accomplished) based upon outstanding hardware performance. Second phase of IOT&E completed 30 Jun 00. Milestone III approval received 12 Dec 00. Lot II contract award 12 Dec 00 and thirty four installs fielded to date.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|---------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 38.5 | | 1.1 | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 12 | 20.7 | 15 | 29.8 | 11 | 23.7 | 11 | 31.4 | 9 | 26.3 | 17 | 50.2 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.1 | | 0.6 | | | | 0.3 | | 0.2 | | 0.2 |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 2.7 | | 0.5 | | 3.4 | | 4.5 | | 12.4 | | 4.7 |
| OGC | | 1.1 | | 0.6 | | 1.5 | | 3.7 | | 3.0 | | 1.9 |
| GFE | | 0.4 | | 1.4 | | 2.3 | | | | | | |
| CONTRACT SUPPORT | | | | 0.1 | | 0.1 | | | | | | |
| ICS | | | | 0.5 | | | | | | | | |
| INITIAL SPARES (WCF | | | | | | | | | | | | |
| REIMBURSEMENTS) | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | 12 | 25.0 | 15 | 33.4 | 11 | 31.0 | 11 | 39.9 | 9 | 42.0 | 17 | 57.0 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 39.6 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | 16 | 48.3 | 17 | 52.3 | 15 | 47.2 | | | 123 | 329.9 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | 0.2 | | 0.2 | | 0.2 | | | | 1.9 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | 4.8 | | 0.3 | | 0.3 | | | | 33.6 |
| OGC | | 2.0 | | 2.5 | | 2.6 | | | | 18.9 |
| GFE | | | | | | | | | | 4.1 |
| CONTRACT SUPPORT | | | | | | | | | | 0.3 |
| ICS | | | | | | | | | | 0.5 |
| INITIAL SPARES (WCF | | | | | | | | | | |
| REIMBURSEMENTS) | | | | | | | | | | |
| TOTAL COST (BP-1100) | 16 | 55.3 | 17 | 55.3 | 15 | 50.3 | | | 123 | 389.2 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: FDL LINK 16 MN-8420
Models of Aircraft Affected: F-15E

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

The Fighter Data Link (FDL) 16 modification provides the F-15E a tactical data link radio which significantly improves operational effectiveness by providing real time, jam resistant digital data and voice transfer capability. This continuous automated exchange of data with other FDL and Link 16 equipped aircraft (AWACS, Rivet Joint, Joint Stars and other fighters) give our pilots a significant increase in situational awareness, interoperability, and improve their survivability by four times. This modification integrates the capability of Fighter Data Link integration and Joint Tactical Information Distribution System (JTIDS) Link 16 programs. This is a Leader/Follower Program with FDL being the leader and Link 16 being the follower. Funding includes a \$12M Congressional plus-up in FY01. Program Management Line moved to Site Activation to reflect use of funding for activation of six (6) active duty sites. FY01 funds will support Site Activation activities in FY02 and FY03. Equipment Non-Recurring line has been increased to fund Must Pay IFF collocation issue. The ability to purchase complete installs for entire F-15E fleet (218) in FY01 was made possible through shrewd negotiations, necessary item underruns, FY00 Omnibus refund in FY01, and 10 installs paid by the E-227 Attrition aircraft buy-in in FY01. Program given permission by SAF/FMBI to fix Link 16 spares shortfall with 3010 BP11 funds. The \$18.0M in FY04 has been marked for the new integrated LINK-16 SPO and will be adjusted in a future budget exercise.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 218, Reserve 0, ANG 0

Development Status

RDT&E : Study FY97/2-FY98/1; EMD/Integr FY98/1 - FY99/1 (complete)

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 19.4 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 104 | 1.3 | 114 | 1.5 | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | [104] | 18.0 | [114] | 20.5 | | | | | | |
| EQUIP | | | | 0.7 | | 0.6 | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 2.7 | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | 0.0 | | | | | | | | |
| OGC | | | | 0.8 | | 0.7 | | | | | | 18.0 |
| SPARES | | | | | [18] | 3.3 | | | | | | |
| TRAINING | | | | | | 0.3 | | | | | | |
| PROGRAM MNGMT | | | | | | 0.4 | | | | | | |
| SITE ACTIVATION | | | | 1.6 | | 4.3 | | | | | | |
| WARRANTY | | | | 1.0 | | 0.6 | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | 104 | 23.4 | 114 | 35.1 | | | | | | 18.0 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 19.4 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 218 | 2.8 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [218] | 38.5 |
| EQUIP NONREC | | | | | | | | | | 1.3 |
| CHANGE ORDERS | | | | | | | | | | 2.7 |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.0 |
| OGC | | | | | | | | | | 19.5 |
| SPARES | | | | | | | | | [18] | 3.3 |
| TRAINING | | | | | | | | | | 0.3 |
| PROGRAM MNGMT | | | | | | | | | | 0.4 |
| SITE ACTIVATION | | | | | | | | | | 5.9 |
| WARRANTY | | | | | | | | | | 1.6 |
| TOTAL COST (BP-1100) | | | | | | | | | 218 | 76.5 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 Months

Milestones

| | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | 06/00 | 06/01 |
| Delivery Date (Month/CY) | | | | 09/01 | 09/02 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Modification Title and No: ACFT WEAPONS CONTROL SET (AWCTS) AIM 9X MN-8454

Models of Aircraft Affected: F-15 C/D

Center: WRALC Robins AFB GA

PE 0207130F Team AIR

Description/Justification

The T-169 AWCTS is used during flight line maintenance to perform air-to-air and air-to-ground functional and fault isolation/detection of the USAF F-15 Aircraft Weapons Delivery System. This upgrade adds capability to test an AIM-9X-configured aircraft and also upgrades the T-199 test set, which performs the same function as the T-169. Without the T-199 testers, maintenance will require approximately 49 extra hrs per month for a typical F-15 base using the T-169. Wear and tear on the older T-169's is also a concern. Modification kits have already been procured for all 115 T-169 testers and 10 out of 73 T-199 testers. Additional funding has been identified for approximately 13 additional T-199 mod kits. Deliveries are linked to the Suite 4 OFP schedule. T-169 and T-199 modification kit deliveries will start in Dec 01, with subsequent deliveries occurring at 10 per moth and 1 per month respectively.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | [128] | 1.9 | [13] | 0.9 | | | | | | |
| OGC | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | 1.9 | | 0.9 | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | [141] | 2.9 |
| OGC | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 2.9 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

| | <u>FY-00</u> |
|--------------------------|--------------|
| Contract Date (Month/CY) | 01/00 |
| Delivery Date (Month/CY) | 01/01 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: BOL MN-8660
Models of Aircraft Affected: A/B/C/D

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207130F Team AIR

Center: WRALC Robins AFB GA

Description/Justification

The BOL-515 countermeasure dispenser (CMD), produced by Saab Tech Electronics (formerly Celsius Tech Electronics) of Sweden, is a non-developmental item (NDI) high-capacity chaff and pyrophoric infrared (IR) decoy dispenser for aircraft self-protection developed for installation inside a missile launcher rail (LAU-128). The modification equips each aircraft to carry up to 4 (initial buy is for 2) dispensers, each holding 160 packages of countermeasures (chaff or IR decoys). BOL IR will provide continuous, preemptive, covert IR countermeasures.

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

This program is a Congressional Add to integrate the BOL CMD system on the ANG's F-15A and B aircraft with 3010 BP1100 funds. FY01\$ are set-aside for installation of kits in FY03 and FY04. No 3010 BP1600 dollars were provided for initial spares, a waiver has been granted by SAF/AQXR and SAF/FMBI to use BP1100 for spares.

The estimate for the installation cost is based on data obtained during the modification of two F-15 test aircraft. The user has requested the purchase of the IR Decoy (MJU-52B) instead of the chaff expendable for the initial load out. Other Government Costs (OGC) includes the MJU-52Bs and Mission Support.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 114

Development Status

The BOL CMD system is a NDI manufactured in Sweden. The Air Force began evaluation of the BOL system for the F-15 under a Foreign Comparative Test (FCT) program in 1997 after successful fielding of BOL on the Navy F-14 aircraft. The BOL CMD was developed for installation inside a missile launcher rail; for the F-15 it is a modified LAU-128. The initial FCT successfully evaluated BOL's functional performance and effectiveness on the F-15E in September 1998. The BOL integration program for the F-15C was initiated in October 1999. Two F-15Cs have been modified to carry the BOL-515/LAU-128 and a successful flight test program has been completed. Initial qualification has also been successfully completed. The installation design for the F-15A was completed under the FCT program. The FCT program is scheduled to complete in Jul 01.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | 7.5 | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | [114] | 2.4 | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | 114 | 14.7 | | | | | | |
| EQUIP | | | | | | 0.4 | | | | | | |
| NONREC | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 0.1 | | | | | | |
| DATA | | | | | | 0.3 | | | | | | |
| SIM/TRAINER | | | | | [5] | 0.9 | | | | | | |
| SUPPORT-EQUIP | | | | | | 1.0 | | | | | | |
| OGC | | | | | | 1.1 | | | | | | |
| ICS | | | | | | 1.3 | | | | | | |
| SPARES | | | | | | 1.5 | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 114 KITS | | | | | [114] | 2.5 | | | | | | |
| TOTAL INSTALL | | | | | 114 | 2.5 | | | | | | |
| TOTAL COST (BP-1100) | | | | | 114 | 26.2 | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 7.5 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | [114] | 2.4 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 114 | 14.7 |
| EQUIP NONREC | | | | | | | | | | 0.4 |
| CHANGE ORDERS | | | | | | | | | | 0.1 |
| DATA | | | | | | | | | | 0.3 |
| SIM/TRAINER | | | | | | | | | [5] | 0.9 |
| SUPPORT-EQUIP | | | | | | | | | | 1.0 |
| OGC | | | | | | | | | | 1.1 |
| ICS | | | | | | | | | | 1.3 |
| SPARES | | | | | | | | | | 1.5 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 114 KITS | | | | | | | | | [114] | 2.5 |
| TOTAL INSTALL | | | | | | | | | 114 | 2.5 |
| TOTAL COST (BP-1100) | | | | | | | | | 114 | 26.2 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 17 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | 13 | 15 | 14 | 18 | 18 | 18 | 18 | 18 |
| Output | | | | | | | | | 13 | 15 | 14 | 18 | 18 | 18 | 18 | 18 |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: LOW COST RETROFIT MODS MN-99999U
 Models of Aircraft Affected: F-15 E AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

Retrofit corrections to deficiencies corrected in production lines; small cost overruns, negative unliquidated obligations (NULOs), and low cost retrofits for reliability, maintainability, safety, and system performance. Included are mod to test equipment for VHSIC card testing; VHSIC Chip update; E model installation shortages; Bellcrank/Rod Correction; Night Vision Cockpit Lighting; Mux Bus 7&8 upgrade; Trainer/Simulator small upgrades; Canopy Hydraulic System Upgrade; kit refurbishments, Shimmy Damper; etc.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | 2.8 | | 1.1 | | 0.3 | | 0.2 | | 0.0 | | 0.5 |
| TOTAL COST (BP-1100) | | 2.8 | | 1.1 | | 0.3 | | 0.2 | | 0.0 | | 0.5 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | 0.7 | | 0.1 | | 0.0 | | | | 5.6 |
| TOTAL COST (BP-1100) | | 0.7 | | 0.1 | | 0.0 | | | | 5.6 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: LOW COST MODIFICATIONS MN-99999X
Models of Aircraft Affected: F-15 A-D

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207130F Team AIR

Center: WRALC Robins AFB GA

Description/Justification

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

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | 3.1 | | 0.8 | | 0.3 | | 0.2 | | 0.3 | | 0.1 |
| TOTAL COST (BP-1100) | | 3.1 | | 0.8 | | 0.3 | | 0.2 | | 0.3 | | 0.1 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | 0.0 | | 0.0 | | | | | | 4.9 |
| TOTAL COST (BP-1100) | | 0.0 | | 0.0 | | | | | | 4.9 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: FM IMMUNITY MN-DC101
Models of Aircraft Affected: A-E

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

The Rockwell Collins 'FM Immunity Upgrade Kit' is an ARN-112 Instrument Landing System Localizer module modified to provide an ILS capable of rejecting radio and television FM in-band interference ('Protected ILS' or 'ILS FM Immunity'). The FM Immunity Upgrade Kit will be compliant with Federal Aviation Administration (FAA) and International Civil Aeronautics Organization (ICAO) requirements for civil and military use. ILS FM Immunity is required in Europe for Instrument Flight Rules (IFR) operations starting 1 January 2001. All (82) F-15 aircraft and spares (total of 90) in Europe were modified by 12 Dec 00, but the remainder of the fleet, spares, and I-level bench units (776) total must be modified to allow European deployment and avoid proliferation of multiple configurations in the spares pool.

FY00 partial funding for effort resulted from a Congressional Appropriations Committee plus-up for GATM efforts, one of which is FM Immunity.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 866, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 802 | 4.2 | 64 | 0.3 | | | | | | |
| EQUIP | | | | 1.0 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | 802 | 5.1 | 64 | 0.3 | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 866 | 4.5 |
| EQUIP NONREC | | | | | | | | | | 1.0 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | | | | | | 866 | 5.5 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 4 Months

Follow-On Lead Time: 19 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 07/00 | 07/01 | | |
| Delivery Date (Month/CY) | 11/00 | 02/03 | | |

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| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|-----------|-----------|-----------|-----------------------------|-----------|-----------|-------------------|-----------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: F-16 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$277.895 | \$306.205 | \$231.962 | \$277.194 | \$293.180 | \$258.904 | \$272.678 | \$242.625 |

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 FY02 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8,000-hour service life and permit replacement of the F-16 beginning approximately 2015. The primary mods in FY02 are Block 40/50 upgrades. The specific modifications budgeted and programmed are below.

Note that the FY03 - FY07 budget estimates to not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|---------------------|--------|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| P-S | 18503A | WING BEEF-UP | 0.6 | | | | | | | | | 11.3 |
| | 99999Y | LOW COST ENGINE SA | 0.1 | | | | | | | | | 0.3 |
| TOTAL FOR CLASS P-S | | | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 |
| P | 173009 | F110 DIGITAL ENGINE | 32.5 | 21.1 | 6.9 | 1.6 | | | | | | 153.9 |
| | 19229E | FALCON 229 ENGINE U | 1.6 | 0.3 | 0.9 | 1.6 | | | | | | 13.3 |
| | 3090 | ALR-56M RCPUPGRA | 0.3 | 0.7 | 0.6 | 0.5 | | | | | | 17.4 |
| | 3150M | NAVSTAR GPS F-16 | 18.7 | 8.0 | 3.6 | | | | | | | 106.9 |
| | 3450 | ALE-47 | 1.8 | 1.7 | 3.8 | 3.5 | 2.1 | 0.5 | | | | 50.0 |
| | 4260 | ADVANCED WEAPON I | 2.5 | 2.5 | 2.4 | 4.0 | 4.0 | 3.9 | 5.3 | 4.1 | 0.6 | 52.9 |
| | 4262 | DIGITAL TERRAIN SYS | 9.9 | 15.2 | | | | | | | | 40.3 |
| | 5013 | RF TOWED DECOY SY | 18.2 | 6.0 | 5.1 | 21.0 | 6.4 | | | | | 151.5 |
| | 57U051 | RELOCATE FORWARD | 0.3 | | | | | | | | | 12.7 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 33 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|-----------|-----------|-----------|-----------------------------|-----------|-----------|-------------------|-----------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: F-16 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$277.895 | \$306.205 | \$231.962 | \$277.194 | \$293.180 | \$258.904 | \$272.678 | \$242.625 |

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 FY02 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8,000-hour service life and permit replacement of the F-16 beginning approximately 2015. The primary mods in FY02 are Block 40/50 upgrades. The specific modifications budgeted and programmed are below.

Note that the FY03 - FY07 budget estimates to not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | 58006A | WOW SWITCH | 0.1 | 0.1 | | | | | | | | 3.0 |
| | 58044B | CHAFF/FLARE PROGR | 0.1 | | | | | | | | | 2.4 |
| | 6020 | F110-GE-129 SCREECH | 6.4 | | | | | | | | | 12.7 |
| | 602030 | BLOCK 30 NIGHT VISIO | 9.7 | 6.1 | 3.5 | 0.1 | | | | | | 34.5 |
| | 602039 | BLOCK 42 CAS IMPROV | 4.5 | 2.9 | 2.6 | | | | | | | 10.1 |
| | 602040 | BLK 40/50 NIGHT VISIO | 17.3 | 14.5 | 9.1 | 0.8 | | | | | | 61.8 |
| | 602041 | BLOCK 40 CAS IMPROV | 13.7 | 3.4 | 2.6 | | | | | | | 28.8 |
| | 602043 | BLOCK 42 ANG RE-EN | | 48.3 | | | | | | | | 48.3 |
| | 602150 | MODULAR MISSION CO | 36.8 | 44.1 | 32.7 | 45.4 | 77.9 | 65.3 | 74.1 | 60.4 | 42.0 | 503.5 |
| | 6022 | PRE BLK 40 STRUCTU | 11.8 | 1.9 | | | | | | | | 197.9 |
| | 602240 | BLOCK 40 STRUCTURA | 4.0 | | | | | | | | | 76.0 |
| | 602241 | F-16A STRUCTURE IMP | 1.0 | 2.9 | 2.5 | 2.5 | 1.7 | | | | | 10.6 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 33 | PAGE NO. 2 | |
|--|-------------------------------|---------------|--|

| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|-----------|-----------|-----------|-----------------------------|-----------|-----------|-------------------|-----------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: F-16 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$277.895 | \$306.205 | \$231.962 | \$277.194 | \$293.180 | \$258.904 | \$272.678 | \$242.625 |

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 FY02 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8,000-hour service life and permit replacement of the F-16 beginning approximately 2015. The primary mods in FY02 are Block 40/50 upgrades. The specific modifications budgeted and programmed are below.

Note that the FY03 - FY07 budget estimates to not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | 602250 | BLOCK 50/52 STRUCTU | | 0.7 | 2.3 | 3.4 | 1.0 | | | | | 7.4 |
| | 6023 | FALCON STAR | | | | 17.2 | 42.7 | 50.6 | 58.0 | 57.5 | 226.3 | 452.3 |
| | 603030 | ALQ-213 COUNTERME | 10.5 | 5.2 | 2.3 | | | | | | | 27.5 |
| | 610250 | COLOR DISPLAYS - CCI | 24.1 | 28.8 | 20.6 | 29.6 | 48.8 | 42.4 | 47.4 | 39.1 | 26.9 | 324.1 |
| | 610330 | BLOCK 30 EXPANDED/ | 4.9 | 4.4 | | | | | | | | 18.5 |
| | 612150 | BLOCK 50 AIR-TO-AIR I | 15.8 | 29.3 | 35.2 | 16.7 | 1.9 | 1.0 | 0.2 | | | 100.1 |
| | 6300 | ON BOARD OXYGEN G | 3.0 | 7.4 | | | | | | | | 10.4 |
| | 6400 | BLOCK 50 IMPROVED A | 1.3 | | | | | | | | | 11.3 |
| | 650050 | JOINT HELMET MOUNT | | 12.0 | 35.7 | 43.1 | 33.3 | 28.4 | 27.1 | 21.8 | 14.6 | 215.9 |
| | 660050 | BLK 50 HTS PYLONS | | | | 3.5 | | | | | | 3.5 |
| | 661650 | LINK 16 - CCIP | | 25.1 | 52.4 | 65.1 | 62.3 | 52.7 | 48.4 | 43.5 | 16.9 | 366.4 |
| | 8661 | AETC MTD UPGRADES- | | | 3.3 | 3.3 | 4.4 | | | | | 10.9 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 33 | PAGE NO. 3 | |
|--|-------------------------------|---------------|--|

| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|-----------|-----------|-----------|-----------------------------|-----------|-----------|-------------------|-----------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: F-16 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$277.895 | \$306.205 | \$231.962 | \$277.194 | \$293.180 | \$258.904 | \$272.678 | \$242.625 |

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 FY02 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8,000-hour service life and permit replacement of the F-16 beginning approximately 2015. The primary mods in FY02 are Block 40/50 upgrades. The specific modifications budgeted and programmed are below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | 8662 | AETC MTD UPGRADES- | | | 2.5 | 5.3 | 1.1 | 12.9 | 11.7 | 15.8 | | 49.3 |
| | 99999E | MISC ENGINE UPDATE | 0.6 | 2.4 | 0.1 | 0.1 | 0.2 | 0.1 | 0.2 | 0.2 | | 8.3 |
| | 99999U | LOW COST RETROFIT | | | 0.1 | 0.1 | 0.2 | 0.1 | 0.2 | 0.2 | | 6.0 |
| | 99999X | LOW COST MODIFICAT | | | 0.1 | 0.1 | 0.2 | 0.1 | 0.2 | 0.2 | | 7.6 |
| | DC101 | FM IMMUNITY | 4.1 | 0.5 | | | | | | | | 4.6 |
| | F16TAR | THEATER AIRBORNE R | 6.6 | | | | | | | | | 6.6 |
| | F18001 | F110-GE-100/129 #4 BE | 0.4 | 0.3 | | | | | | | | 0.8 |
| | F18002 | F110 MEC | 0.1 | | | | | | | | | 0.6 |
| | F19401 | -229 HPT OD FLOWPAT | 0.6 | 0.3 | 0.3 | 0.4 | | | | | | 1.9 |
| | F19407 | F110-GE-100 T4B PYRO | 0.6 | 0.5 | 0.7 | 1.3 | 1.2 | 0.7 | | | | 4.9 |
| | F19410 | F110 DEC HARDWARE | 1.3 | 0.6 | | | | | | | | 3.4 |
| | F19412 | F110-GE-100/129 EMS E | 7.2 | 0.2 | 0.2 | 4.7 | 3.8 | 0.3 | | | | 16.4 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 33 | PAGE NO. 4 | |
|--|-------------------------------|---------------|--|

| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|-----------|-----------|-----------|-----------------------------|-----------|-----------|-------------------|-----------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: F-16 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$277.895 | \$306.205 | \$231.962 | \$277.194 | \$293.180 | \$258.904 | \$272.678 | \$242.625 |

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 FY02 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8,000-hour service life and permit replacement of the F-16 beginning approximately 2015. The primary mods in FY02 are Block 40/50 upgrades. The specific modifications budgeted and programmed are below.

Note that the FY03 - FY07 budget estimates to not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|-------------------------|--------|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| | F19413 | GE-129 TURBINE FRAM | 0.5 | 1.3 | | | | | | | | 1.8 |
| | F19450 | PW-229 FUEL NOZZLE | 0.1 | 0.2 | 0.2 | 0.1 | 0.1 | | | | | 0.7 |
| | F19451 | PW-229 3rd STAGE FAN | | | | 2.7 | | | | | | 2.7 |
| | F19452 | PW-229 2nd STAGE FA | 1.0 | 0.6 | | | | | | | | 1.5 |
| | F19453 | F100 ENHANCED MAIN | 0.1 | 0.1 | | | | | | | | 0.1 |
| | F19454 | PW-229 IMPROVED DU | 0.2 | | | | | | | | | 0.2 |
| | F19455 | PW-229 DEEC LOGIC 2. | | 0.1 | | | | | | | | 0.1 |
| | Z88888 | REPROGRAMMINGS | 3.5 | 6.4 | | | | | | | | 17.1 |
| TOTAL FOR CLASS P | | | 277.5 | 306.3 | 232.1 | 277.5 | 293.2 | 259.0 | 272.7 | 242.6 | 327.3 | 3,271.5 |
| TOTAL FOR AIRCRAFT F-16 | | | 278.2 | 306.3 | 232.1 | 277.5 | 293.2 | 259.0 | 272.7 | 242.6 | 327.3 | 3,283.1 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 33 | PAGE NO. 5 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This modification replaces the existing analog augmented fan temperature (AFT) control with Digital Engine Control (DEC). Also upgrades the current Main Engine Control (MEC) to the configuration required to work with the DEC. Depot process includes the OO-ALC labor cost to install the MEC upgrade kit into the MEC kits returned from the field. An upgraded MEC and a DEC are then sent together to the field for installation. There is a different quantity requirement for DEC Kits than MEC Kits due to the spare engine installation process and new engines manufactured with DEC. This mod improves safety, reliability, supportability, and maintainability of the F110-GE-100 engine. Saves 11 aircraft over remaining life of weapon system. F110-GE-100 DEC hardware is identical to Block 50 DEC. FY00 EQUIP NONREC line represents DEC software reprogramming effort. FY03 Depot Process Funds are to complete the balance of MEC Upgrade Kits ordered in FY02. The difference between the Total Quantity and the Total Aircraft is due to the modification of spare engines. FY03-FY07 budget numbers do not reflect the DoD Strategic Review results.

Aircraft Breakdown: Active 414, Reserve 47, ANG 294

Development Status

Complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 473 | 66.9 | 175 | 25.1 | 129 | 18.5 | 8 | 2.3 | | | | |
| EQUIP | | | | 0.4 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.9 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 2.5 | | | | | | | | | | |
| MOD OF SPARES | [186] | 5.0 | | | | | | | | | | |
| DEPOT PROCESS | [340] | 5.6 | [250] | 3.0 | [145] | 1.5 | [155] | 1.6 | [153] | 1.6 | | |
| EMSC UPGRADE | | 0.4 | | | | | | | | | | |
| MEC UPGRADE | | | | | | | | | | | | |
| MEC KIT | [447] | 10.5 | [196] | 3.9 | [61] | 1.2 | [153] | 3.1 | | | | |
| TOTAL COST (BP-1100) | 473 | 91.7 | 175 | 32.5 | 129 | 21.1 | 8 | 6.9 | | 1.6 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 785 | 112.8 |
| EQUIP NONREC | | | | | | | | | | 0.4 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.9 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 2.5 |
| MOD OF SPARES | | | | | | | | | [186] | 5.0 |
| DEPOT PROCESS | | | | | | | | | [1,043] | 13.2 |
| EMSC UPGRADE | | | | | | | | | | 0.4 |
| MEC UPGRADE | | | | | | | | | | |
| MEC KIT | | | | | | | | | [857] | 18.7 |
| TOTAL COST (BP-1100) | | | | | | | | | 785 | 153.9 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: FALCON 229 ENGINE UPGRADE MN-19229E
Models of Aircraft Affected: F-16 BLOCK 52

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The Falcon 229 program is designed to enhance safety and improve maintainability by combining and accelerating multiple F-16 F100-PW-229 engine mods. 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 multiple upgrades that affect install engines, spare engines, and spare modules, consequently the number of kits and cost varies between blocks. Incorporation of all the tasks will reduce the in-flight shut down rate to 2 per 100K engine flying hours. This means six aircraft and possibly crews will be saved every 100,000 fleet hours. Installation in FYs 94, 95, and 96 were organizational level, requiring no installation funds. Remaining years are depot installation. Installations are accomplished concurrently with the Falcon 229 HPT OD Flow path modification MN-F19401. Both mods are accomplished at depot as part of scheduled maintenance, therefore no installation dollars are required. Both mods are required for installed engines, spare engines and not installed spare components. From FY94-FY96 the P3A represented an earlier upgrade to the core module (shown in the EQUIPMENT NONRECUR line) and didn't transition into the '97 Turbine Package until FY97. In FY00 the ALC determined it would save the USAF \$90K per engine upgrade if they replaced the old module with a new module rather than upgrading the old module. To determine if the estimated savings are legitimate, new modules were purchased as part of the FY01 depot process, eliminating the need to procure 3 parts of the Falcon Upgrade Kit with BP1100 funds. Results of this trial will not be known until late FY01 or early FY02, so FY02 and FY03 funds reflect the costs required to continue the mod as originally planned. FY03-FY07 budget numbers do not reflect the DoD Strategic Review results.

Aircraft Breakdown: Active 44, Reserve 0, ANG 21

Development Status

Completed.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 6.5 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 12 | 0.8 | 20 | 1.4 | 10 | 0.2 | 7 | 0.5 | 16 | 1.4 | | |
| EQUIP | [1,253] | 5.5 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.2 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 2.5 | | | | | | | | | | |
| MOD OF SPARES | | | [4] | 0.3 | [4] | 0.1 | [4] | 0.3 | [2] | 0.2 | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 | 3 | | | | | | | | | | | |
| FY-99 | 9 | | | | | | | | | | | |
| FY-00 | 20 | | | | | | | | | | | |
| FY-01 | 10 | | | | | | | | | | | |
| FY-02 | 7 | | | | | | | | | | | |
| FY-03 | 16 | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | 12 | 8.9 | 20 | 1.6 | 10 | 0.3 | 7 | 0.9 | 16 | 1.6 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 6.5 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 65 | 4.3 |
| EQUIP NONREC | | | | | | | | | [1,253] | 5.5 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.2 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 2.5 |
| MOD OF SPARES | | | | | | | | | [14] | 0.8 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 | 3 | | | | | | | | | |
| FY-99 | 9 | | | | | | | | | |
| FY-00 | 20 | | | | | | | | | |
| FY-01 | 10 | | | | | | | | | |
| FY-02 | 7 | | | | | | | | | |
| FY-03 | 16 | | | | | | | | | |
| TOTAL INSTALL | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | | | | | | 65 | 13.3 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

| | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/94 | 03/95 | 03/96 | 03/97 | 03/98 | 02/99 | 12/99 | 02/01 | 12/01 | 12/02 | |
| Delivery Date (Month/CY) | 09/95 | 03/96 | 03/97 | 03/98 | 03/99 | 02/00 | 12/00 | 02/02 | 12/02 | 12/03 | |

Installation Schedule

| | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | | | | | | | | | | | 1 | 1 | 1 | | 3 | 3 | 3 | | 6 | 7 | 7 | |
| Output | | | | | | | | | | | | | | | | | | | | | 1 | 1 | 1 | | 3 | 3 | 3 | | 6 | 7 | 7 | |

Installation Schedule Continued

| | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | 3 | 3 | 4 | | 2 | 2 | 3 | | 5 | 5 | 6 |
| Output | | 3 | 3 | 4 | | 2 | 2 | 3 | | 5 | 5 | 6 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: ALR-56M RCPU UPGRADE MN-3090
Models of Aircraft Affected: F-16 Block 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This retrofit replaces the CPU in the Analysis Processor (LRU-5) of the ALR-56M to improve system memory and reduce processing time. The replacement computer (RCPU) contract buys mod kits that consist of a new commercial off-the-shelf (COTS) CPU and four jumper boards to constitute a form, fit, function replacement for the old CPU. The baseline software was rehosted ADA to accommodate the COTS CPU. A total of 740 kits were purchased of which 255 spares will be modified on an attrition basis at the depot.

Notes:

- 1) The primary program constraint is to ensure that the replacement computer (RCPU) with the new version 0040 series OFP modification effort fields with the M2.3+ core avionics upgrade schedule. The Depot will start coordinating sufficient kits (using mod of spares) as a rotatable pool to meet an interim M2.3+ fielding milestone in FY02.
- 2) 'FY03 budget numbers do not reflect the DoD strategic review results'

Aircraft Breakdown: Active 452, Reserve 0, ANG 33

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 740 | 12.7 | | | | | | | | | | |
| KITS NONRECUR | | 1.5 | | | | 0.1 | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | 0.0 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | | | [75] | 0.1 | [75] | 0.1 | [60] | 0.1 | [45] | 0.0 | | |
| OGC | | 0.6 | | 0.2 | | 0.2 | | 0.2 | | 0.0 | | |
| ECP/COMPUTER | | 0.6 | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-95 250 KITS | | | | | [100] | 0.2 | | | | | | |
| FY-96 490 KITS | | | | | | | [160] | 0.3 | [225] | 0.4 | | |
| TOTAL INSTALL | | | | | 100 | 0.2 | 160 | 0.3 | 225 | 0.4 | | |
| TOTAL COST (BP-1100) | 740 | 15.3 | | 0.3 | | 0.7 | | 0.6 | | 0.5 | | |

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: NAVSTAR GPS F-16 CUPID MN-3150M
Models of Aircraft Affected: F-16C/D BLK 25/30/32

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
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/inertial navigation system (EGI) that combines a ring laser gyro (RLG) inertial navigation unit (INU), a GEM II GPS receiver card, and a master kalman navigation filter in a single line replaceable unit. Existing RLG Inertial Navigation Units (INUs) being removed as a result of this modification will replace LN-39 mechanical INUs installed in Block 40/42 aircraft. Integration occurred in conjunction with an OFP update (SCU-4), therefore, no discrete funding for aircraft Operational Flight Program (OFP) development is included. Kit components are procured by several agencies; component pricing is based upon quantities ordered and unique contract provisions. The last kits to modify all remaining aircraft are being procured in FY01 to meet the installation schedule (16 mo lead time). Three fewer Group B kits are being acquired in FY01 because 3 aircraft attrited with just Group A kits installed. Installation costs include a Block 25/30/32 radio software upgrade to allow the radio to reliably receive EGI provided GPS timing data. Group A installations are being accomplished with Falcon-Up modification and Service Life Improvement Program maintenance, when possible, to reduce cost. Also, Group A installation is accomplished as part of the Block 25/30/32 Combat Upgrade Plan Integration Details (CUPID). FY00 OGC funds relate to integration asset upgrade and CUPID modification costs. FY01 OGC funds relate to dispositioning removed RLG INUs, EGI production support, and depot modification management. CUPID integrates GPS (3150M), NVIS (602030), SADL, and CMS (603030) modifications under a cost avoidance, common configuration plan.

Aircraft Breakdown: Active 212, Reserve 70, ANG 337

Development Status

Completed 8/00.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 18.3 | | 0.5 | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 497 | 17.4 | 89 | 2.3 | 33 | 0.9 | | | | | | |
| KITS NONRECUR | | 2.7 | | 0.1 | | 0.2 | | | | | | |
| EQUIPMENT | [497] | 44.7 | [89] | 8.5 | [30] | 2.5 | | | | | | |
| EQUIP | | 1.3 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | 0.0 | | | | | | | | |
| SIM/TRAINER | | | [2] | 0.2 | [1] | 0.1 | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | 1.0 | | 0.5 | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-97 150 KITS | [144] | 5.4 | [6] | 0.2 | | | | | | | | |
| FY-98 282 KITS | [129] | 5.1 | [132] | 4.6 | [21] | 0.9 | | | | | | |
| FY-99 65 KITS | | | [47] | 1.6 | [18] | 0.7 | | | | | | |
| FY-00 89 KITS | | | | | [55] | 2.2 | [34] | 1.8 | | | | |
| FY-01 33 KITS | | | | | | | [33] | 1.8 | | | | |
| TOTAL INSTALL | 273 | 10.5 | 185 | 6.4 | 94 | 3.8 | 67 | 3.6 | | | | |
| TOTAL COST (BP-1100) | 497 | 76.7 | 89 | 18.7 | 33 | 8.0 | | 3.6 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 18.8 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 619 | 20.5 |
| KITS NONRECUR | | | | | | | | | | 3.0 |
| EQUIPMENT | | | | | | | | | [616] | 55.8 |
| EQUIP NONREC | | | | | | | | | | 1.3 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.0 |
| SIM/TRAINER | | | | | | | | | [3] | 0.4 |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 1.5 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-97 150 KITS | | | | | | | | | [150] | 5.7 |
| FY-98 282 KITS | | | | | | | | | [282] | 10.5 |
| FY-99 65 KITS | | | | | | | | | [65] | 2.4 |
| FY-00 89 KITS | | | | | | | | | [89] | 4.1 |
| FY-01 33 KITS | | | | | | | | | [33] | 1.8 |
| TOTAL INSTALL | | | | | | | | | 619 | 24.4 |
| TOTAL COST (BP-1100) | | | | | | | | | 619 | 106.9 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 18 Months

Follow-On Lead Time: 16 Months

Milestones

| | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | 03/97 | 11/97 | 12/98 | 12/99 | 12/00 | | |
| Delivery Date (Month/CY) | | | | 09/98 | 04/99 | 04/00 | 04/01 | 04/02 | | |

Installation Schedule

| | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 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 | | | | | | | | | | | | | | | | | 11 | 58 | 52 | 53 | 99 | 62 | 56 | 49 | 18 | 31 | 24 | 31 | 8 | | | |
| | | | | | | | | | | | | | | | | | 11 | 58 | 52 | 53 | 53 | 46 | 62 | 56 | 49 | 18 | 31 | 24 | 31 | | | |

Installation Schedule Continued

| | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|----|----|----|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 10 | 19 | 15 | 23 | | | | |
| Output | 8 | 10 | 19 | 15 | 23 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: ALE-47 MN-3450

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

This modification retrofits 243 Block 40, 187 Block 42, and 226 Block 50/52, F-16 aircraft with the ALE-47 automatic/semi-automatic flare/chaff dispensing system. The ALE-47 provides improved aircraft survivability by dispensing compatible flare/chaff responses triggered by the ALR-56M Radar Warning Receiver, through preplanned and preprogrammed dispenser loads. Block 40/42 requirements are complete as of FY00. Retrofit funds used in 1998 were used to retrofit ALE-47 programmer cards. The ALE-47 modification to Block 50 aircraft is a prerequisite for the Common Configuration Implementation Program (CCIP). The FY03-FY05 budget numbers do not reflect the DoD strategic review results.'

Aircraft Breakdown: Active 366, Reserve 0, ANG 290

Development Status

Complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 474 | 3.3 | | | 44 | 0.1 | 66 | 0.1 | 54 | 0.1 | 18 | 0.0 |
| KITS NONRECUR | | 1.1 | | | | | | | | | | |
| EQUIPMENT | [474] | 20.8 | | | [44] | 1.0 | [66] | 1.8 | [54] | 1.5 | [18] | 0.5 |
| EQUIP | | 0.6 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 2.2 | | | | | | 0.0 | | 0.1 | | 0.0 |
| DATA | | 1.4 | | 0.4 | | 0.1 | | 0.1 | | 0.1 | | 0.0 |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | [72] | 1.8 | | 1.0 | | | | | | | | |
| RETROFIT | | 1.1 | | | | | | | | | | |

Projected Financial Plan Continued

| | | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|---------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | | |
| FY-92 | 93 KITS | [93] | 0.6 | | | | | | | | | | |
| FY-93 | 89 KITS | [89] | 0.7 | | | | | | | | | | |
| FY-94 | 84 KITS | [84] | 0.5 | | | | | | | | | | |
| FY-95 | 80 KITS | [80] | 1.6 | | | | | | | | | | |
| FY-96 | 84 KITS | [65] | 1.1 | [19] | 0.4 | | | | | | | | |
| FY-99 | 44 KITS | | | | | [22] | 0.6 | [22] | 0.6 | | | | |
| FY-01 | 44 KITS | | | | | | | [44] | 1.1 | | | | |
| FY-02 | 66 KITS | | | | | | | | | [66] | 1.8 | | |
| FY-03 | 54 KITS | | | | | | | | | | | [54] | 1.5 |
| FY-04 | 18 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | 411 | 4.5 | 19 | 0.4 | 22 | 0.6 | 66 | 1.7 | 66 | 1.8 | 54 | 1.5 |
| TOTAL COST (BP-1100) | | 474 | 36.8 | | 1.8 | 44 | 1.7 | 66 | 3.8 | 54 | 3.5 | 18 | 2.1 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 656 | 3.5 |
| KITS NONRECUR | | | | | | | | | | 1.1 |
| EQUIPMENT | | | | | | | | | [656] | 25.5 |
| EQUIP NONREC | | | | | | | | | | 0.6 |
| CHANGE ORDERS | | | | | | | | | | 2.4 |
| DATA | | | | | | | | | | 2.1 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | [72] | 2.8 |
| RETROFIT | | | | | | | | | | 1.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-92 93 KITS | | | | | | | | | [93] | 0.6 |
| FY-93 89 KITS | | | | | | | | | [89] | 0.7 |
| FY-94 84 KITS | | | | | | | | | [84] | 0.5 |
| FY-95 80 KITS | | | | | | | | | [80] | 1.6 |
| FY-96 84 KITS | | | | | | | | | [84] | 1.5 |
| FY-99 44 KITS | | | | | | | | | [44] | 1.1 |
| FY-01 44 KITS | | | | | | | | | [44] | 1.1 |
| FY-02 66 KITS | | | | | | | | | [66] | 1.8 |
| FY-03 54 KITS | | | | | | | | | [54] | 1.5 |
| FY-04 18 KITS | | | | | | | | | [18] | 0.5 |
| TOTAL INSTALL | [18] | 0.5 | | | | | | | | |
| | 18 | 0.5 | | | | | | | 656 | 10.9 |
| TOTAL COST (BP-1100) | | 0.5 | | | | | | | 656 | 50.0 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Milestones

| | <u>FY-92</u> | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 02/92 | 02/93 | 02/94 | 02/95 | 02/96 | | | 12/98 | | 11/00 | 11/01 | 11/02 | 11/03 | 11/04 |
| Delivery Date (Month/CY) | 02/94 | 02/94 | 02/95 | 02/96 | 02/97 | | | 12/99 | | 11/01 | 11/02 | 11/03 | 11/04 | 11/05 |

Installation Schedule

| | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|----|----|----|---|
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | 7 | 17 | 22 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 13 | 10 | 21 | 21 | 21 | 21 | 23 | 21 | 21 | 21 | 21 | 21 | 11 | 11 | 12 | 12 | |
| Output | | | | | | | | | 7 | 17 | 22 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 13 | 10 | 21 | 21 | 21 | 21 | 23 | 21 | 21 | 21 | 21 | 21 | 11 | 11 | 12 | 12 | |
| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | | | | | | | | | | | | |
| 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 | 5 | 5 | 4 | | | | | 22 | 18 | 15 | 15 | 18 | 18 | 18 | 15 | 15 | 15 | 15 | 15 | 9 | 5 | 5 | 4 | 4 | | | | | | | | | | | |
| Output | 5 | 5 | 5 | 4 | | | | | 22 | 18 | 15 | 15 | 18 | 18 | 18 | 15 | 15 | 15 | 15 | 15 | 9 | 5 | 5 | 4 | 4 | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: ADVANCED WEAPON INTEGRATION MN-4260
Models of Aircraft Affected: F-16 Blocks 25-42

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This P-3A reflects the integration of MN-4260 and MN-426030 into a single program. This is not a new start, nor an acceleration of MN-426030. The modifications described in MN-4260 and MN-426030 were identical. It is for the hardware integration and weapons pylon modification efforts required to employ smart weapons (JDAM, JSOW, and WCMD) on the F16 Block 25/30/32/40/42 aircraft. This P3A reflects actual attrition through FY01 and anticipated attrition through FY08. Adjustments for anticipated attrition are reflected in FY07 and FY08. The weapon pylons will be modified with the 1760 interface. Once modified, all pylons will have the same Federal Stock Number which will reflect the Block 50 configuration. A total of 2032 standard weapons pylons will be modified for 233 Block 40, 178 Block 42, 202 Block 25, 355 Block 30 and 50 Block 32 aircraft (two per aircraft). The installation of kits takes place within the Pylon and not the Aircraft, i.e., the modification is to the Pylon not the aircraft. Because of this, the numbers and associated cost are identified under the heading of Pylons and not Install Kits. The cost of putting the parts in the pylons is included in the total cost to modify the pylon; therefore we do not have a separate install cost. The number of pylons modified each year and the number of umbilical cables purchased do not equal. Each is a separate action and are not dependent. The umbilicals will be provided as loose equipment with the modified pylons; however the pylons can be flown on the aircraft in other configurations. The umbilical is only utilized whenever the pylons are configured with smart weapons. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 504, Reserve 70, ANG 442

Development Status

Complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|-------|-------------|-------|------------|-------|------------|-------|------------|-------|------------|-------|------------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | 7.0 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.1 | | | | 0.1 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.2 | | | | 0.1 | | | | | | |
| PYLONS | [619] | 9.3 | [121] | 1.8 | [100] | 1.6 | [141] | 2.3 | [198] | 3.3 | [182] | 3.2 |
| WEAPONS UMBILICALS | [640] | 1.6 | [200] | 0.6 | [200] | 0.7 | [50] | 0.2 | [190] | 0.7 | [228] | 0.8 |
| MISC | | | | | | | | | | | | |
| INTEGRATION | | 6.5 | | | | | | | | | | |
| SOFTWARE | | 6.0 | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 23.7 | | 2.5 | | 2.5 | | 2.4 | | 4.0 | | 4.0 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 7.0 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.2 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.3 |
| PYLONS | [178] | 3.2 | [240] | 4.5 | [230] | 3.9 | [23] | 0.4 | [2,032] | 33.3 |
| WEAPONS UMBILICALS | [212] | 0.8 | [212] | 0.8 | [50] | 0.2 | [50] | 0.2 | [2,032] | 6.6 |
| MISC | | | | | | | | | | |
| INTEGRATION | | | | | | | | | | 6.5 |
| SOFTWARE | | | | | | | | | | 6.0 |
| TOTAL COST (BP-1100) | | 3.9 | | 5.3 | | 4.1 | | 0.6 | | 52.9 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: DIGITAL TERRAIN SYSTEM (DTS) MN-4262
Models of Aircraft Affected: F-16 BLK 25/30/40/50

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The DTS program is purchasing data transfer cartridges (DTCs) that will host the DTS software and replace the current 128/256K DTCs (which do not have sufficient capacity). 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. The current contract is buying DTCs with 80 megabytes of memory and a computer processor that runs the DTS calculations. The DTC is the medium to transfer mission data from a mission planning system to the aircraft. The program requirement is to supply 2 DTCs per USAF F-16 plus spares.

Aircraft Breakdown: Active 859, Reserve 70, ANG 361

Development Status

None. No Government RDT&E Required

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|--------------|-------------|------------|-------------|--------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 1,093 | 14.4 | 689 | 9.9 | 1,086 | 15.2 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.1 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | [111] | 0.6 | | | | | | | | | | |
| TOTAL COST (BP-1100) | 1,093 | 15.1 | 689 | 9.9 | 1,086 | 15.2 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 2,868 | 39.6 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.1 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | [111] | 0.6 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 2,868 | 40.3 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: RF TOWED DECOY SYSTEMS ALE-50 MN-5013

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

Models of Aircraft Affected: F-16 Block 25/30/32/40/42/50/52 Center: ASC - Wright Patterson AFB, OH PE 0207133F Team POWER

Description/Justification

The ALE-50 system will be procured for combat coded F-16 Block 25/30/32/40/42/50/52 active, Reserve, and ANG aircraft as the Active Towed Decoy (ATD) system. Current funding for this modification will procure the required 1018 systems and retrofit 618 systems with a static protection module. The static protection module will be installed during production starting with the FY00 procurement. The major components of the system are the decoys, canisters, magazine, and launcher/controller all mounted in a pylon assembly (16S350-5) on aircraft wing stations 2 and/or 8. The decoys and canisters are not purchased under this modification. The ATD is an RF repeater acting to decoy threat weapons resulting in increased threat miss distances. Kits are not assembled and delivered. The pylons (Lockheed Martin) and magazines and launcher/controllers (Raytheon) are manufactured and shipped by each contractor to the operating locations for installation by Organizational Maintenance personnel. No aircraft hardware modification is required and the required Block 40/42/50/52 aircraft software changes have been fielded. The software changes required for the Block 25/30/32 aircraft are being developed by the Government and will be fielded in 4QFY01. NOTE 1: FY99 total of \$37.811M includes \$19.2M 3017 ESB funding. NOTE 2: FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 583, Reserve 60, ANG 375

Development Status

Block 40/42/50/52 complete. Block 25/30/32 software change in process.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|----------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | 3.1 | | | | 0.0 | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | [723] | 92.8 | [128] | 17.5 | [40] | 5.8 | [23] | 5.1 | [104] | 14.6 | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.4 | | 0.3 | | 0.2 | | 0.1 | | 0.2 | | 0.2 |
| DATA | | 0.3 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | [80] | 1.4 | [34] | 0.4 | | | | | | | | |
| RETROFIT | | | | | | | | | [309] | 6.1 | [309] | 6.3 |
| TOTAL COST (BP-1100) | | 94.8 | | 18.2 | | 6.0 | | 5.1 | | 21.0 | | 6.4 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 3.2 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [1,018] | 135.8 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 1.3 |
| DATA | | | | | | | | | | 0.3 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | [114] | 1.8 |
| RETROFIT | | | | | | | | | [618] | 12.4 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 151.5 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Milestones

| | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 12/96 | 12/97 | 03/99 | 03/00 | 05/01 | 03/02 | 03/03 | 03/04 |
| Delivery Date (Month/CY) | 02/98 | 02/99 | 05/00 | 05/01 | 07/02 | 05/03 | 05/04 | 05/05 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: F110-GE-129 SCREECH REDUCTION MN-6020
Models of Aircraft Affected: F-16 BLOCK 50

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

The Block 50 F110-GE-129 engines are experiencing high screech levels on fielded engines. This screech (high frequency vibration) is causing damage to the augmentor duct assembly, flame holder, and fan core spray bars. 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 hardware failures. F110 engines have experienced screech, which causes unscheduled engine removals (UERs) at a rate of 0.206 per 1000 engine flying hours (EFH), the leading cause of UERs. The safety risk is 0.818 nonrecoverable in flight shut downs per million engine flying hours (NRIFSD/MEFH). Navy experience after 0.5 million flight hours with this design change indicates that the modification will reduce both safety risk and UER rate to zero. This mod affects all engines including training engines, engines at the production facility, in test programs and in the field. Seven spare augmentor and exhaust nozzle assemblies in the supply system are also affected.

Aircraft Breakdown: Active 264, Reserve 0, ANG 0

Development Status

Complete. Development under the Engine Component Improvement Program (CIP).

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 129 | 6.1 | 135 | 6.3 | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.1 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | [4] | 0.2 | [3] | 0.1 | | | | | | | | |
| TOTAL COST (BP-1100) | 129 | 6.3 | 135 | 6.4 | | | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 264 | 12.3 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.1 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | [7] | 0.3 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 264 | 12.7 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 17 Months

Follow-On Lead Time: 17 Months

Milestones

| | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | 08/99 | 03/00 | | |
| Delivery Date (Month/CY) | | 01/01 | 08/01 | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

This effort incorporates Night Vision Imaging System (NVIS) Compatible Lighting Kits on all F-16 Block 25/30/32 C/D aircraft. This modification includes both internal (cockpit) and external lighting. This is a follow-on program to the Guard/Reserve 160 unit buy in FY96-97. This program is common with the Block 40/50 NVIS modification. Block 25/30/32 NVIS is part of the Combat Upgrade Plan Integration Details (CUPID). CUPID integrates NVIS, Global Positioning System (GPS) (MN-3150M), ALQ-213 Countermeasure Set (CMS) (MN-603030), and Situational Awareness Data Link (SADL) under a cost avoiding configuration plan. To help retrofit the F-16 Block 25/30/32 fleet, 129 kits were procured with \$5.1M of FY98 Guard Reserve Equipment Account (GREA) funding. These 129 kits will be installed with funding on this modification. Install kit procurement totals include both C-model and D-model kits and the ratio of C to D model kits varies between fiscal years. In FY98, a C-model cost \$36,975 and a D-model kit cost \$55,907, this makes averaging kit cost invalid. Kit delivery is monthly, so kits will be ahead of installment. The installation costs depend on which of various install lines, with different install hours, the aircraft go through, this makes averaging install costs invalid. Kit procurement quantity includes two first article assets which are above and beyond the installation quantity. The total aircraft number has increased by eight to cover the Thunderbirds. OGC includes installation breakage parts, modification of 'orphan' LRU's from different OEM manufacturers, and the program contractor support.

The FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 203, Reserve 11, ANG 247

Development Status

None- No RDT&E required.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 223 | 9.1 | 49 | 2.2 | 62 | 2.7 | | | | | | |
| KITS NONRECUR EQUIPMENT EQUIP NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.9 | | 0.0 | | 0.2 | | | | | | |
| DATA | | 1.2 | | | | | | | | | | |
| SIM/TRAINER | | | | | [2] | 0.1 | | | | | | |
| SUPPORT-EQUIP | | 0.2 | | 0.0 | | 0.1 | | | | | | |
| MOD OF SPARES | [25] | 1.3 | [8] | 0.5 | [8] | 0.5 | [8] | 0.4 | [1] | 0.0 | | |
| OGC | | 2.3 | | 1.3 | | 0.6 | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 126 KITS | [11] | 0.1 | [186] | 5.6 | [58] | 0.8 | | | | | | |
| FY-99 97 KITS | | | | | [85] | 1.2 | [12] | 0.3 | | | | |
| FY-00 49 KITS | | | | | | | [108] | 2.8 | | | | |
| FY-01 62 KITS | | | | | | | | | [1] | 0.0 | | |
| TOTAL INSTALL | 11 | 0.1 | 186 | 5.6 | 143 | 2.0 | 120 | 3.1 | 1 | 0.0 | | |
| TOTAL COST (BP-1100) | 223 | 15.1 | 49 | 9.7 | 62 | 6.1 | | 3.5 | | 0.1 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 334 | 14.1 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 1.2 |
| DATA | | | | | | | | | | 1.2 |
| SIM/TRAINER | | | | | | | | | [2] | 0.1 |
| SUPPORT-EQUIP | | | | | | | | | | 0.3 |
| MOD OF SPARES | | | | | | | | | [50] | 2.7 |
| OGC | | | | | | | | | | 4.2 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 126 KITS | | | | | | | | | [255] | 6.6 |
| FY-99 97 KITS | | | | | | | | | [97] | 1.5 |
| FY-00 49 KITS | | | | | | | | | [108] | 2.8 |
| FY-01 62 KITS | | | | | | | | | [1] | 0.0 |
| TOTAL INSTALL | | | | | | | | | 461 | 10.9 |
| TOTAL COST (BP-1100) | | | | | | | | | 334 | 34.5 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|---|---|---|--|--|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | |
| Input | | | | | | | | | 11 | 77 | 52 | 27 | 30 | 38 | 39 | 37 | 29 | 30 | 35 | 36 | 19 | 1 | | | | |
| Output | | | | | | | | | 11 | 77 | 52 | 27 | 30 | 38 | 39 | 37 | 29 | 30 | 35 | 36 | 19 | 1 | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 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 - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
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. The Improved Data Modem (IDM) is a flight-proven, off-the-shelf system which provides an open architecture, multi-path approach to situational awareness in the cockpit. The IDM is a high speed digital data link modem capable of passing near real-time targeting data between joint services air and ground weapons platforms in support of Suppression of Enemy Air Defense (SEAD), Close Air Support (CAS), Forward Air Control (FAC), Special Operations, Air Combat, and Command and Control. This program provides for retrofit modifications of Block 42 aircraft with the Improved Data Modem (IDM). CAS IDM Group A is a prerequisite modification of the Common Configuration Implementation Program (CCIP). The installation cost for the one kitproof aircraft is included in the RDT&E funding line. In FY00, there is more Group A than Group B; the remaining Group Bs are provided GFE from other government sources. Excess kits (3) will be either turned in to supply as spares or installed in Block 42 aircraft as part of the CCIP.

Aircraft Breakdown: Active 20, Reserve 0, ANG 50

Development Status

Development complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | [1] | 0.6 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 72 | 1.4 | | | | | | | | |
| KITS NONRECUR | | | | 0.1 | | | | | | | | |
| EQUIPMENT | | | [54] | 2.2 | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | 0.2 | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| CONTRACTOR | | | | 0.1 | | | | | | | | |
| SUPPORT | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 72 KITS | | | [6] | 0.5 | [34] | 2.9 | [29] | 2.6 | | | | |
| TOTAL INSTALL | | | 6 | 0.5 | 34 | 2.9 | 29 | 2.6 | | | | |
| TOTAL COST (BP-1100) | | | 72 | 4.5 | | 2.9 | | 2.6 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | [1] | 0.6 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 72 | 1.4 |
| KITS NONRECUR | | | | | | | | | | 0.1 |
| EQUIPMENT | | | | | | | | | [54] | 2.2 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.2 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| CONTRACTOR SUPPORT | | | | | | | | | | 0.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 72 KITS | | | | | | | | | [69] | 6.0 |
| TOTAL INSTALL | | | | | | | | | 69 | 6.0 |
| TOTAL COST (BP-1100) | | | | | | | | | 72 | 10.1 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 8 Months

Milestones

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

Installation Schedule

| | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|----|--------------|----|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | 6 | 4 | 7 | 12 | 11 | 10 | 8 | 6 | 5 | | | |
| Output | | | | | 6 | 4 | 7 | 12 | 11 | 10 | 8 | 6 | 5 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
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 (cockpit) and external lighting that is common with the Air National Guard / Air Force Reserve program which retrofit 160 Block 25/30/32 C-model aircraft and the current Block 25/30/32 NVIS program. For Block 40/42, installation costs were calculated based on concurrent installations with the IDM modification. NVIS is a prerequisite modification for the Common Configuration Implementation Program (CCIP). Install kit procurement totals include both C-model and D-model kits and the ratio of C to D model kits varies between fiscal years. In FY98 a Block 40/42 C-model kit cost \$34,200 and a D-model kit cost \$55,117, this makes averaging kit cost invalid. Kit delivery is monthly, so kits will be ahead of installment. The installation costs depends on which of the various install lines, with different install hours, the aircraft goes through, this makes averaging the install costs invalid. Kit procurement quantity includes four first article assets which are above and beyond the installation quantity. The total aircraft number increased by fourteen to cover the FY00 (10) and FY01 (4) aircraft production buys. OGC includes installation breakage parts, modification of 'orphan' LRU's from different OEM manufacturers, interim support for Aviano Air Base Block 42 aircraft, and program contractor support.

The FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 572, Reserve 0, ANG 99

Development Status

None- No RDT&E required.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 336 | 14.0 | 176 | 7.2 | 163 | 7.2 | | | | | | |
| KITS NONRECUR | | 1.6 | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.5 | | | | 0.3 | | | | | | |
| DATA | | 1.3 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.3 | | 0.0 | | 0.2 | | | | | | |
| MOD OF SPARES | [29] | 1.4 | [10] | 0.4 | [10] | 0.7 | [10] | 0.5 | [1] | 0.3 | | |
| OGC | | 1.0 | | 4.3 | | 1.4 | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 128 KITS | | | [100] | 5.4 | [28] | 0.5 | | | | | | |
| FY-99 208 KITS | | | | | [208] | 3.6 | | | | | | |
| FY-00 176 KITS | | | | | [35] | 0.6 | [141] | 4.3 | | | | |
| FY-01 163 KITS | | | | | | | [141] | 4.3 | [18] | 0.5 | | |
| TOTAL INSTALL | | | 100 | 5.4 | 271 | 4.7 | 282 | 8.6 | 18 | 0.5 | | |
| TOTAL COST (BP-1100) | 336 | 20.2 | 176 | 17.3 | 163 | 14.5 | | 9.1 | | 0.8 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 675 | 28.4 |
| KITS NONRECUR | | | | | | | | | | 1.6 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.8 |
| DATA | | | | | | | | | | 1.3 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.5 |
| MOD OF SPARES | | | | | | | | | [60] | 3.3 |
| OGC | | | | | | | | | | 6.7 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 128 KITS | | | | | | | | | [128] | 5.8 |
| FY-99 208 KITS | | | | | | | | | [208] | 3.6 |
| FY-00 176 KITS | | | | | | | | | [176] | 4.9 |
| FY-01 163 KITS | | | | | | | | | [159] | 4.8 |
| TOTAL INSTALL | | | | | | | | | 671 | 19.1 |
| TOTAL COST (BP-1100) | | | | | | | | | 675 | 61.8 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 15 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | 28 | 36 | 36 | 36 | 90 | 69 | 76 | 77 | 80 | 75 | 50 | 11 | 1 | 6 | | |
| Output | | | | | | | | | 28 | 36 | 36 | 36 | 90 | 69 | 76 | 77 | 80 | 75 | 50 | 11 | 1 | 6 | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 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 - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
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. The Improved Data Modem (IDM) is a flight-proven, off-the-shelf system which provides an open architecture, multi-path approach to situational awareness in the cockpit. The IDM is a high speed digital data link modem capable of passing near real-time targeting data between joint services air and ground weapons platforms in support of Suppression of Enemy Air Defense (SEAD), Close Air Support (CAS), Forward Air Control (FAC), Special Operations, Air Combat, and Command and Control. This program provides for retrofit modifications of combat coded Block 40 aircraft with the Improved Data Modem (IDM). This program will upgrade 190 IDMs already in the USAF inventory, and 47 new units will be procured. Installation of this mod was 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 redundant depot induction costs and reduces aircraft downtime. CAS IDM Group A is a prerequisite modification of the Common Configuration Implementation Program (CCIP). Installation costs for the two kitproof aircraft are included in RDT&E funding line. Installation quantity differs from buy quantity due to attrition. The 15 extra Block 40 kits resulting from attrited aircraft and two kit proof kits bought under RTD&E Funds freed up a total of 17 kits which will either be turned in to supply as spares or converted to Block 42 kits to be installed as part of the CCIP. USAFE depot contract will be awarded Jul 01 and IDM/NVIS installations will begin in Oct 01. There will be 24 aircraft installations at the USAFE Depot in FY02 and 18 aircraft installations in FY03. All installation funds must be obligated at time of contract award, thus no FY03 funds are required. At the Korean depot there were 8 aircraft installations in FY00, 21 aircraft installations are scheduled in FY02, and 5 aircraft installations are scheduled in FY03. For FY00 and FY01, the installations performed by the Korean Airlines Depot were paid by the Korean government under a Republic of Korea (ROK) cost sharing agreement. It is unknown if the Korean government will pay for the FY02 installations because this is a CY to CY determination made between US Forces and the Korean Government.

Aircraft Breakdown: Active 216, Reserve 0, ANG 17

Development Status

Completed

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | [2] | 3.1 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 248 | 5.0 | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | [47] | 2.0 | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.8 | | | | | | | | | | |
| SIM/TRAINER | [1] | 0.0 | | | | | | | | | | |
| SUPPORT-EQUIP | [10] | 1.8 | | 0.0 | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 118 KITS | [17] | 1.5 | [69] | 5.2 | [32] | 2.7 | | | | | | |
| FY-99 130 KITS | | | [54] | 6.5 | [29] | 0.7 | [30] | 2.6 | | | | |
| TOTAL INSTALL | 17 | 1.5 | 123 | 11.7 | 61 | 3.4 | 30 | 2.6 | | | | |
| TOTAL COST (BP-1100) | 248 | 9.1 | | 13.7 | | 3.4 | | 2.6 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | [2] | 3.1 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 248 | 5.0 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [47] | 2.0 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.8 |
| SIM/TRAINER | | | | | | | | | [1] | 0.0 |
| SUPPORT-EQUIP | | | | | | | | | [10] | 1.9 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 118 KITS | | | | | | | | | [118] | 9.4 |
| FY-99 130 KITS | | | | | | | | | [113] | 9.8 |
| TOTAL INSTALL | | | | | | | | | 231 | 19.2 |
| TOTAL COST (BP-1100) | | | | | | | | | 248 | 28.8 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

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

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|---|---|
| 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 | 28 | 23 | 20 | 22 | 29 | 28 | 15 | 15 | 15 | 17 | 6 | 6 | 6 | | |
| Output | | | | | | | | 2 | | | | 1 | 28 | 23 | 20 | 22 | 29 | 28 | 15 | 15 | 15 | 17 | 6 | 6 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: BLOCK 42 ANG RE-ENGINE MN-602043
Models of Aircraft Affected: F-16 Blk 42

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Current Block 42 F-16s are underpowered compared to Block 40 and 50/52 F-16s, reducing their combat effectiveness. The requirement exists to increase the thrust in the Block 42 aircraft. Congress earmarked FY01 funds via Congressional Plus-up to begin the installation of F100-PW-229 engines into combat coded Air National Guard Block 42 aircraft. Install kit consists of an engine and aircraft mod parts. Amount for support equipment reflects a three base simultaneous conversion. Since this is an FY01 Congressional Plus-up, kit buys and install costs are shown in the same year with actual installation in following year. The installation costs for the two kitproof aircraft (one Model C and one Model D) are included in kits nonrecurring funding line.

Aircraft Breakdown: Active 0, Reserve 0, ANG 8

Development Status

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

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 6 | 0.9 | | | | | | |
| KITS NONRECUR | | | | | 2 | 7.3 | | | | | | |
| EQUIPMENT | | | | | [8] | 32.7 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | 2.5 | | | | | | |
| SIM/TRAINER | | | | | [1] | 0.4 | | | | | | |
| SUPPORT-EQUIP | | | | | | 1.7 | | | | | | |
| FLIGHT TEST | | | | | | 1.2 | | | | | | |
| SITE ACTIVATION | | | | | | 0.8 | | | | | | |
| CONTRACTOR | | | | | | 0.4 | | | | | | |
| SUPPORT | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 8 KITS | | | | | | 0.4 | [8] | | | | | |
| TOTAL INSTALL | | | | | | 0.4 | 8 | | | | | |
| TOTAL COST (BP-1100) | | | | | 8 | 48.3 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 6 | 0.9 |
| KITS NONRECUR | | | | | | | | | 2 | 7.3 |
| EQUIPMENT | | | | | | | | | [8] | 32.7 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 2.5 |
| SIM/TRAINER | | | | | | | | | [1] | 0.4 |
| SUPPORT-EQUIP | | | | | | | | | | 1.7 |
| FLIGHT TEST | | | | | | | | | | 1.2 |
| SITE ACTIVATION | | | | | | | | | | 0.8 |
| CONTRACTOR SUPPORT | | | | | | | | | | 0.4 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 8 KITS | | | | | | | | | [8] | 0.4 |
| TOTAL INSTALL | | | | | | | | | 8 | 0.4 |
| TOTAL COST (BP-1100) | | | | | | | | | 8 | 48.3 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 10 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | |
| Input | | | | | 1 | | 7 | |
| Output | | | | | 1 | | 7 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This modification replaces the General Avionics Computer (GAC) with a Modular Mission Computer (MMC). The MMC will increase core computer capability to allow incorporation of advanced capabilities such as Link 16 and smart weapons. Lead Mod for CCIP aircraft. Aircraft Breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. This mod is baselined with MN 610250, Color Display; MN 661650, Link 16; and MN650050, JHMCS. Note: Diminishing Manufacturing Sources (DMS), Value Engineering and Data costs are rolled into Install Kits and Equipment unit costs. These costs fluctuate year to year per the plan set forth in the contract; therefore, unit costs will also fluctuate. As of the FY02 PB, MN 602150 (MMC-CCIP) was restructured to combine activities of mods existing in previous budgets--MN 602140 (Block 40 MMC-CCIP) and MN 602150 (Block 50 MMC-CCIP). FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 538, Reserve 0, ANG 91

Development Status

The Block 50 EMD program is complete. The Block 40 EMD program is ongoing, which explains the continuing RDT&E effort in FY99-02. Two engineering proof aircraft and one test aircraft will be modified during the Block 40 EMD program.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 185.0 | | 6.7 | | 6.2 | | 2.0 | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 23 | 3.0 | 57 | 6.0 | 76 | 8.1 | 51 | 3.5 | 47 | 4.7 | 108 | 13.5 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | [23] | 21.3 | [57] | 30.8 | [76] | 31.4 | [51] | 18.3 | [47] | 25.8 | [108] | 51.4 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 1.0 | | 0.5 | | 0.7 | | 1.6 |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.3 | | | | 3.0 | | 0.9 | | 3.9 | | 4.4 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-99 23 KITS | | | | | [4] | 0.6 | [19] | 2.9 | | | | |
| FY-00 57 KITS | | | | | | | [43] | 6.6 | [14] | 2.2 | | |
| FY-01 76 KITS | | | | | | | | | [53] | 8.2 | [23] | 3.6 |
| FY-02 51 KITS | | | | | | | | | | | [21] | 3.3 |
| FY-03 47 KITS | | | | | | | | | | | | |
| FY-04 108 KITS | | | | | | | | | | | | |
| FY-05 85 KITS | | | | | | | | | | | | |
| FY-06 87 KITS | | | | | | | | | | | | |
| FY-07 77 KITS | | | | | | | | | | | | |
| FY-08 18 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | 4 | 0.6 | 62 | 9.4 | 67 | 10.4 | 44 | 7.0 |
| TOTAL COST (BP-1100) | 23 | 24.7 | 57 | 36.8 | 76 | 44.1 | 51 | 32.7 | 47 | 45.4 | 108 | 77.9 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 199.9 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 85 | 11.1 | 87 | 11.3 | 77 | 10.5 | 18 | 2.4 | 629 | 74.2 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | [85] | 38.6 | [87] | 41.9 | [77] | 33.6 | [18] | 7.7 | [629] | 301.0 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | 1.2 | | 1.3 | | 1.1 | | 0.3 | | 7.7 |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | 2.4 | | 0.4 | | 0.9 | | | | 16.2 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-99 23 KITS | | | | | | | | | [23] | 3.5 |
| FY-00 57 KITS | | | | | | | | | [57] | 8.7 |
| FY-01 76 KITS | | | | | | | | | [76] | 11.9 |
| FY-02 51 KITS | [30] | 4.8 | | | | | | | [51] | 8.2 |
| FY-03 47 KITS | [41] | 7.2 | [6] | 1.3 | | | | | [47] | 8.5 |
| FY-04 108 KITS | | | [108] | 17.8 | | | | | [108] | 17.8 |
| FY-05 85 KITS | | | | | [85] | 14.3 | | | [85] | 14.3 |
| FY-06 87 KITS | | | | | | | [87] | 14.9 | [87] | 14.9 |
| FY-07 77 KITS | | | | | | | [77] | 13.5 | [77] | 13.5 |
| FY-08 18 KITS | | | | | | | [18] | 3.2 | [18] | 3.2 |
| TOTAL INSTALL | 71 | 12.0 | 114 | 19.1 | 85 | 14.3 | 182 | 31.6 | 629 | 104.4 |
| TOTAL COST (BP-1100) | 85 | 65.3 | 87 | 74.1 | 77 | 60.4 | 18 | 42.0 | 629 | 503.5 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 23 Months

Follow-On Lead Time: 21 Months

Milestones

| | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | | | | 08/99 | 11/99 | 02/01 | 01/02 | 01/03 | 01/04 | 01/05 | 01/06 | 01/07 |
| Delivery Date (Month/CY) | | | | | | | 07/01 | 08/01 | 11/02 | 10/03 | 10/04 | 10/05 | 10/06 | 10/07 | 10/08 |
| | <u>FY-08</u> | <u>FY-09</u> | <u>FY-10</u> | | | | | | | | | | | | |
| Contract Date (Month/CY) | 01/08 | | | | | | | | | | | | | | |
| Delivery Date (Month/CY) | 10/09 | | | | | | | | | | | | | | |

Installation Schedule

| | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | | | | |
|----------|--------------|----|----|----|--------------|----|---|---|--------------|----|----|----|--------------|---|----|----|--------------|---|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|---|---|---|---|
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | 4 | 20 | 34 | 5 | 3 | 17 | 14 | 20 | 16 | 16 | 4 | 12 | 12 | 14 | 8 | 21 | 28 | 33 | 27 | 27 | 27 | 22 | 21 | 21 | 21 | 22 | 22 | 22 | 21 | | | | |
| Output | | | | 4 | 20 | 34 | 5 | 3 | 17 | 14 | 20 | 16 | 16 | 4 | 12 | 12 | 14 | 8 | 21 | 28 | 33 | 27 | 27 | 27 | 22 | 21 | 21 | 21 | 22 | 22 | 22 | 22 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | 20 | 19 | 19 | 19 | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | 21 | 20 | 19 | 19 | 19 | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

Engineering test, analysis, and operational experience indicate the Block 25/30/32 aircraft structure will not attain the required 8,000 hour service life. These aircraft require Falcon UP, the modification funded by this program, and the Service Life Improvement Program 'Plus' (SLIP+), a repair funded separately with O&M dollars. Falcon UP combines the following structural modifications: TCTO 1832, which replaces the lower Fuselage Station (FS) 341 bulkhead, adds a strap to the lower FS 357 bulkhead, reworks fuel shelf joints and bolt holes on the wing carry through bulkheads, replaces selected upper bulkhead segments, and reworks the General Electric engine mount longerons; TCTO 1946, which reworks the lower strake flanges of the wing carry through bulkheads; and TCTO 1947, which reworks the upper FS 341 bulkhead inclined stiffeners. SLIP+ combines the following structural repairs: TCTO 2034, which replaces the upper FS 479 bulkhead; TCTO 2059, which replaces the Pratt & Whitney forward engine mount fitting; TCTO 2060, which replaces the upper center fuselage access panels and aft BL19 longerons; and TCTO 2131, which adds a doubler to the upper FS 357 bulkhead. Without these improvements Block 25/30/32 aircraft will experience continued structural degradation which will be increasingly costly to correct, reduced aircraft availability, and possibly impact flight safety.

Aircraft Breakdown: Active 216, Reserve 73, ANG 349

Development Status

Complete. Funded under Falcon Core program.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 638 | 24.7 | | | | | | | | | | |
| KITS NONRECUR EQUIPMENT EQUIP NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 2.5 | | | | | | | | | | |
| DATA SIM/TRAINER SUPPORT-EQUIP | | | | | | | | | | | | |
| TOOLING | | 4.4 | | | | | | | | | | |
| SPARES | | 3.3 | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-92 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] | 36.3 | | | | | | | | | | |
| FY-97 117 KITS | [117] | 22.7 | | | | | | | | | | |
| FY-98 116 KITS | [24] | 3.8 | [90] | 11.8 | [2] | 0.5 | | | | | | |
| FY-99 8 KITS | | | | | [8] | 1.4 | | | | | | |
| TOTAL INSTALL | 538 | 149.3 | 90 | 11.8 | 10 | 1.9 | | | | | | |
| TOTAL COST (BP-1100) | 638 | 184.2 | | 11.8 | | 1.9 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 638 | 24.7 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 2.5 |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOOLING | | | | | | | | | | 4.4 |
| 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] | 36.3 |
| FY-97 117 KITS | | | | | | | | | [117] | 22.7 |
| FY-98 116 KITS | | | | | | | | | [116] | 16.1 |
| FY-99 8 KITS | | | | | | | | | [8] | 1.4 |
| TOTAL INSTALL | | | | | | | | | 638 | 162.9 |
| TOTAL COST (BP-1100) | | | | | | | | | 638 | 197.9 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 15 Months

Follow-On Lead Time: 18 Months

Milestones

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

| | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | 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 | 23 | 23 | 24 | 24 | 29 | 29 | 29 | 29 |

Installation Schedule Continued

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | |
|----------|--------------|----|----|----|--------------|----|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| 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 | 23 | 23 | 23 | 21 | 3 | 2 | 3 | 2 | | | | | | | | | | | | | | | | |
| Output | 29 | 29 | 23 | 23 | 23 | 21 | 3 | 2 | 3 | 1 | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

Engineering test, analysis, and operational experience indicate the Block 40/42 aircraft structure will not attain the needed 8,000 hour service life. These aircraft require the Falcon UP modification, which combines the following structural improvements: TCTO 1793 (replaces Pratt & Whitney forward engine mount fitting), TCTO 1811 (replaces BL19 longerons), TCTO 1827 (installs straps and plates on upper center fuselage skins), TCTO 1831 (reworks General Electric engine mount longerons), TCTO 1833 (reworks fuel shelf joint bolt holes), TCTO 1910 (reworks Fuselage Station (FS) 479 and FS 462 bulkhead vertical tail attach pads), and TCTO 1947 (reworks FS 341 bulkhead inclined stiffeners). Under Correction of Deficiency (COD) provisions, the contractor developed and supplied the modification kits at no cost to the government. The Air Force pays only for installation costs. Without this modification, Block 40/42 aircraft will experience continued structural degradation, which will be increasingly costly to correct, reduce aircraft availability, and possibly impact flight safety.

Aircraft Breakdown: Active 305, Reserve 0, ANG 80

Development Status

None

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| COD KITS | | [366] | | [19] | | | | | | | | |
| 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 | | [66] | | 17.8 | | | | | | | | |
| FY-99 0 KITS | | [48] | | 5.9 | | [19] | | 4.0 | | | | |
| TOTAL INSTALL | | 366 | | 72.0 | | 19 | | 4.0 | | | | |
| TOTAL COST (BP-1100) | | | | 72.0 | | | | 4.0 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| COD KITS | | | | | | | | | [385] | |
| 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 | | | | | | | | | [66] | 17.8 |
| FY-99 0 KITS | | | | | | | | | [67] | 9.9 |
| TOTAL INSTALL | | | | | | | | | 385 | 76.0 |
| TOTAL COST (BP-1100) | | | | | | | | | | 76.0 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 1 Month

Follow-On Lead Time: 1 Month

Milestones

| | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 12/94 | 12/95 | 12/96 | 12/97 | 12/98 | | |
| Delivery Date (Month/CY) | 01/95 | 01/96 | 01/97 | 01/98 | 01/99 | | |

Installation Schedule

| | Quarters | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|--------|----------|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|---|---|---|--------------|---|---|---|
| | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | 42 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 17 | 17 | 15 | 17 | 12 | 12 | 10 | 14 | 3 | 6 | 5 | 5 | | | | | |
| Output | | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 17 | 17 | 15 | 17 | 12 | 12 | 10 | 14 | 3 | 6 | 5 | 5 | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Models of Aircraft Affected: F-16 A/B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

Engineering test, analysis, and operational experience indicate the Block 15 aircraft structure will not attain the needed 8,000 hour service life. These aircraft require Falcon UP, the modification funded by this program, and the Service Life Improvement Program 'Plus' (SLIP+) which is funded in O&M. (O&M funds are approximately \$3.3M per year based on 6 aircraft per year, and cover paint, O&A, and the SLIP+ repair kits/installation cost.) Falcon UP and SLIP+, which are being installed concurrently on Block 10/15 aircraft, collectively comprise the F-16 A/B Service Life Extension Program 'Plus' (SLEP+). Falcon UP combines the following structural modifications: TCTO 1832, which replaces the lower Fuselage Station (FS) 341 bulkhead, adds a strap to the lower FS 357 bulkhead, reworks fuel shelf joints and bolt holes on the wing carry through bulkheads, and replaces selected upper bulkhead segments; TCTO 1946, which reworks the lower strake flanges of the wing carry through bulkheads; and TCTO 1947, which reworks the upper FS 341 bulkhead inclined stiffeners. SLIP+ combines the following structural repairs: TCTO 2034, which replaces the upper FS 479 bulkhead; TCTO 2059, which replaces the Pratt & Whitney forward engine mount fitting; TCTO 2060, which replaces the upper center fuselage access panels and aft BL19 longerons; TCTO 2131, which adds a doubler to the upper FS 357 bulkhead; and the FS 158 bulkhead repair, which adds a doubler and fittings to this bulkhead. The aircraft involved in this program are Air National Guard F-16 A/Bs assigned to Tucson, AZ. Without modification, these aircraft will experience continued structural degradation which will be increasingly costly to correct, reduce aircraft availability, and possibly impact flight safety. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 24

Development Status

Complete. Funded under Falcon Core program.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 6 | 1.0 | 6 | 0.7 | 6 | 0.8 | 6 | 0.8 | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 6 KITS | | | | | [6] | 2.2 | | | | | | |
| FY-01 6 KITS | | | | | | | [6] | 1.7 | | | | |
| FY-02 6 KITS | | | | | | | | | [6] | 1.7 | | |
| FY-03 6 KITS | | | | | | | | | | | [6] | 1.7 |
| TOTAL INSTALL | | | | | 6 | 2.2 | 6 | 1.7 | 6 | 1.7 | 6 | 1.7 |
| TOTAL COST (BP-1100) | | | 6 | 1.0 | 6 | 2.9 | 6 | 2.5 | 6 | 2.5 | | 1.7 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 24 | 3.3 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 6 KITS | | | | | | | | | [6] | 2.2 |
| FY-01 6 KITS | | | | | | | | | [6] | 1.7 |
| FY-02 6 KITS | | | | | | | | | [6] | 1.7 |
| FY-03 6 KITS | | | | | | | | | [6] | 1.7 |
| TOTAL INSTALL | | | | | | | | | 24 | 7.4 |
| TOTAL COST (BP-1100) | | | | | | | | | 24 | 10.6 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

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

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | 3 | 3 | | | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | | | | | |
| Output | | | | | | | 3 | 3 | | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Modification Title and No: BLOCK 50/52 STRUCTURAL IMPROVEMENT MN-602250

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

Engineering test, analysis, and operational experience indicate the structure of certain Block 50/52 aircraft will not attain the needed 8,000 hour service life. These aircraft require the Falcon UP modification. Falcon UP implements TCTO 1947, which reworks the upper Fuselage Station 341 bulkhead inclined stiffeners. Under Correction of Deficiency (COD) provisions, the contractor developed and has already delivered the modification kits at no cost to the government. The Air Force pays only for installation costs. This modification applies to the first 156 Block 50/52 aircraft delivered. It has been incorporated during production for all subsequent deliveries. Without this modification, Block 50/52 aircraft will experience continued structural degradation which will be increasingly costly to correct, reduce aircraft availability, and possibly impact flight safety. This modification was separated from the Block 40/42 Structural Improvement Program in the FY97 budget to improve program visibility. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 156, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| COD KITS | | | | | [156] | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 0 KITS | | | | | [18] | 0.7 | [51] | 2.3 | [69] | 3.4 | [18] | 1.0 |
| TOTAL INSTALL | | | | | 18 | 0.7 | 51 | 2.3 | 69 | 3.4 | 18 | 1.0 |
| TOTAL COST (BP-1100) | | | | | | 0.7 | | 2.3 | | 3.4 | | 1.0 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| COD KITS | | | | | | | | | [156] | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 0 KITS | | | | | | | | | [156] | 7.4 |
| TOTAL INSTALL | | | | | | | | | 156 | 7.4 |
| TOTAL COST (BP-1100) | | | | | | | | | | 7.4 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | |
|----------|--------------|---|---|----|--------------|----|----|----|--------------|----|----|----|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | 9 | 9 | 12 | 13 | 13 | 13 | 17 | 17 | 17 | 18 | 4 | 5 | 4 | 5 | | | | | |
| Output | | | | 9 | 9 | 12 | 13 | 13 | 13 | 17 | 17 | 17 | 18 | 4 | 5 | 4 | 5 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: ALQ-213 COUNTERMEASURE SET (CMS) - CUPID MN-603030

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This modification installs the ALQ-213 Countermeasures System (CMS) in 209 Block 25, 362 Block 30, 40 Block 32, 6 USAF Thunderbirds and 2 Ground Maintenance Trainers. It provides operation of an Electronic Countermeasures (EC) system with a single Cockpit Control Unit, hands-on chaff/flare dispenser, expanding the Counter Measures Dispenser System (CMDS) capability to select more expendable programs. CMS is a part of the Block 25/30/32 Combat Upgrade Plan Integrated Details (CUPID) Program which integrates GPS (3150), NVIS (602030), SADL and CMS. The CMS Mod Program began with Guard and Reserve Equipment Account (GREA) funds. 430 Grp A kits and 418 Grp B kits, spares/War Readiness Kits (WRSK) and other miscellaneous requirements were purchased using GREA funds. 190 Group A Kits and 203 Group B kits (includes 1 GFE kit) are scheduled for purchase with 3010 funds. All installations will use USAF 3010 funds.

Aircraft Breakdown: Active 212, Reserve 71, ANG 337

Development Status

None. No RDT&E required.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 60 | 0.5 | 83 | 0.9 | 47 | 0.5 | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | [65] | 2.1 | [88] | 3.0 | [49] | 1.2 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | 0.3 | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | 0.2 | | 0.7 | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-97 0 KITS | [140] | 3.6 | | | | | | | | | | |
| FY-98 0 KITS | [122] | 3.4 | [168] | 5.7 | | | | | | | | |
| FY-99 60 KITS | | | [16] | 0.5 | [44] | 1.3 | | | | | | |
| FY-00 83 KITS | | | | | [48] | 1.5 | [35] | 1.1 | | | | |
| FY-01 47 KITS | | | | | | | [47] | 1.2 | | | | |
| TOTAL INSTALL | 262 | 7.0 | 184 | 6.1 | 92 | 2.8 | 82 | 2.3 | | | | |
| TOTAL COST (BP-1100) | 60 | 9.6 | 83 | 10.5 | 47 | 5.2 | | 2.3 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 190 | 1.9 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [202] | 6.2 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.3 |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.9 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-97 0 KITS | | | | | | | | | [140] | 3.6 |
| FY-98 0 KITS | | | | | | | | | [290] | 9.1 |
| FY-99 60 KITS | | | | | | | | | [60] | 1.8 |
| FY-00 83 KITS | | | | | | | | | [83] | 2.5 |
| FY-01 47 KITS | | | | | | | | | [47] | 1.2 |
| TOTAL INSTALL | | | | | | | | | 620 | 18.3 |
| TOTAL COST (BP-1100) | | | | | | | | | 190 | 27.5 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

| | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | 04/99 | 03/00 | 01/01 | |
| Delivery Date (Month/CY) | | | 04/00 | 12/00 | 10/01 | |

Installation Schedule

| | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| 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 | | | | | | | | | 65 | 65 | 66 | 66 | 46 | 46 | 46 | 46 | 18 | 18 | 28 | 28 | 17 | 17 | 21 | 27 |
| Output | | | | | | | | | 65 | 65 | 66 | 66 | 46 | 46 | 46 | 46 | 18 | 18 | 28 | 28 | 17 | 17 | 21 | 27 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: COLOR DISPLAYS - CCIP MN-610250
Models of Aircraft Affected: F-16 BLOCK 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
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 through improved display symbology (targets, threats, etc) recognition. It will decrease pilot workload. Aircraft Breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. This mod is baselined with MN 602150, Modified Modular Mission Computer; MN 661650, Link 16; MN650050, and JHMCS. Note: Diminishing Manufacturing Sources (DMS), Value Engineering and Data costs are rolled into Install Kits and Equipment unit costs. These costs fluctuate year to year per the plan set forth in the contract; therefore, unit costs will also fluctuate. As of the FY02 PB, MN 610250 (Color Displays-CCIP) was restructured to combine activities of mods existing in previous budgets--MN 610240 (Block 40 Color Displays) and MN 610250 (Block 50 Color Displays). FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 538, Reserve 0, ANG 91

Development Status

The Block 50 EMD program is complete. The Block 40 EMD program is ongoing, which explains the continuing RDT&E effort in FY99-02. Two engineering proof aircraft and one test aircraft will be modified during the EMD program.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 6.2 | | 0.5 | | 1.9 | | 1.2 | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 23 | 1.9 | 57 | 3.9 | 76 | 3.7 | 51 | 2.4 | 47 | 3.0 | 108 | 6.9 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | [23] | 13.6 | [57] | 20.2 | [76] | 23.6 | [51] | 11.2 | [47] | 17.1 | [108] | 33.1 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 0.6 | | 0.3 | | 0.4 | | 1.0 |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.9 | | | | 0.5 | | 0.6 | | 2.4 | | 3.3 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-99 | 23 | KITS | | | [4] | 0.4 | [19] | 1.9 | | | | |
| FY-00 | 57 | KITS | | | | | [43] | 4.2 | [14] | 1.4 | | |
| FY-01 | 76 | KITS | | | | | | | [53] | 5.3 | [23] | 2.3 |
| FY-02 | 51 | KITS | | | | | | | | | [21] | 2.1 |
| FY-03 | 47 | KITS | | | | | | | | | | |
| FY-04 | 108 | KITS | | | | | | | | | | |
| FY-05 | 85 | KITS | | | | | | | | | | |
| FY-06 | 87 | KITS | | | | | | | | | | |
| FY-07 | 77 | KITS | | | | | | | | | | |
| FY-08 | 18 | KITS | | | | | | | | | | |
| TOTAL INSTALL | | | | | 4 | 0.4 | 62 | 6.0 | 67 | 6.7 | 44 | 4.5 |
| TOTAL COST (BP-1100) | 23 | 16.5 | 57 | 24.1 | 76 | 28.8 | 51 | 20.6 | 47 | 29.6 | 108 | 48.8 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 9.7 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 85 | 7.1 | 87 | 7.2 | 77 | 6.8 | 18 | 1.6 | 629 | 44.5 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | [85] | 25.1 | [87] | 26.8 | [77] | 22.0 | [18] | 4.9 | [629] | 197.6 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | 0.8 | | 0.9 | | 0.7 | | 0.2 | | 4.9 |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | 1.5 | | 0.3 | | 0.5 | | | | 10.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-99 23 KITS | | | | | | | | | [23] | 2.2 |
| FY-00 57 KITS | | | | | | | | | [57] | 5.6 |
| FY-01 76 KITS | | | | | | | | | [76] | 7.6 |
| FY-02 51 KITS | [30] | 3.1 | | | | | | | [51] | 5.2 |
| FY-03 47 KITS | [41] | 4.8 | [6] | 0.8 | | | | | [47] | 5.6 |
| FY-04 108 KITS | | | [108] | 11.4 | | | | | [108] | 11.4 |
| FY-05 85 KITS | | | | | [85] | 9.1 | | | [85] | 9.1 |
| FY-06 87 KITS | | | | | | | [87] | 9.5 | [87] | 9.5 |
| FY-07 77 KITS | | | | | | | [77] | 8.6 | [77] | 8.6 |
| FY-08 18 KITS | | | | | | | [18] | 2.1 | [18] | 2.1 |
| TOTAL INSTALL | 71 | 7.9 | 114 | 12.2 | 85 | 9.1 | 182 | 20.2 | 629 | 67.0 |
| TOTAL COST (BP-1100) | 85 | 42.4 | 87 | 47.4 | 77 | 39.1 | 18 | 26.9 | 629 | 324.1 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 23 Months

Follow-On Lead Time: 21 Months

Milestones

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

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|---|--------------|----|----|----|--------------|----|---|----|--------------|----|---|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | |
| Input | | | | | | | | | | | | | | | | | 4 | 20 | 34 | 5 | 3 | 17 | 14 | 20 | 16 | 16 | 4 | 12 | 12 | 14 | 8 | 21 | 28 |
| Output | | | | | | | | | | | | | | | | | 4 | 20 | 34 | 5 | 3 | 17 | 14 | 20 | 16 | 16 | 4 | 12 | 12 | 14 | 8 | 21 | |

Installation Schedule Continued

| | <u>FY-06</u> | | | | <u>FY-07</u> | | | | <u>FY-08</u> | | | | <u>FY-09</u> | | | | <u>FY-10</u> | | | |
|----------|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 33 | 27 | 27 | 27 | 22 | 21 | 21 | 21 | 22 | 22 | 21 | 20 | 19 | 19 | 19 | 18 | | | | |
| Output | 28 | 33 | 27 | 27 | 27 | 22 | 21 | 21 | 21 | 22 | 22 | 22 | 21 | 20 | 19 | 19 | 19 | 19 | 18 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Modification Title and No: BLOCK 30 EXPANDED/ENHANCED CONTROL COMPUTER UPGRADE MN-610330

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

The Expanded Enhanced Fire Control Computer increases throughput and memory and removes obsolete parts. Without this upgrade and increased memory capability, will not be able to field with Software Capability Upgrade (SCU5) in 2004 and have Smart Weapons capability for F-16 Block 25/30/32 at that time. Installation costs are included in modification contract costs, including modification of spares. No new install kits are actually purchased, this is an upgrade only. Total Aircraft Breakdown includes upgrade of 113 spares.

Aircraft Breakdown: Active 243, Reserve 84, ANG 398

Development Status

Complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 295 | 7.9 | 227 | 4.7 | 203 | 4.4 | | | | | | |
| KITS NONRECUR | | 0.1 | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 1.3 | | 0.2 | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-99 295 KITS | | | | | [235] | | [60] | | | | | |
| FY-00 227 KITS | | | | | | | [227] | | | | | |
| FY-01 203 KITS | | | | | | | [123] | | [80] | | | |
| TOTAL INSTALL | | | | | 235 | | 410 | | 80 | | | |
| TOTAL COST (BP-1100) | 295 | 9.2 | 227 | 4.9 | 203 | 4.4 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 725 | 17.0 |
| KITS NONRECUR | | | | | | | | | | 0.1 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 1.4 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-99 295 KITS | | | | | | | | | [295] | |
| FY-00 227 KITS | | | | | | | | | [227] | |
| FY-01 203 KITS | | | | | | | | | [203] | |
| TOTAL INSTALL | | | | | | | | | 725 | |
| TOTAL COST (BP-1100) | | | | | | | | | 725 | 18.5 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 Months

Milestones

| | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/99 | 01/00 | 02/01 | | |
| Delivery Date (Month/CY) | 12/00 | 04/01 | 05/02 | | |

Installation Schedule

| | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|-----|-----|-----|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | 15 | 65 | 75 | 80 | 95 | 105 | 105 | 105 | 80 | | | |
| Output | | | | | | | | | 15 | 65 | 75 | 80 | 95 | 105 | 105 | 105 | 80 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: BLOCK 50 AIR-TO-AIR INTERROGATOR MN-612150

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

Integration of an Air-to-Air Interrogator (AAI) on the USAF Block 50/52 F-16 Fighter. This program was directed by the Chief of Staff of the Air Force and is needed for effective AMRAAM deployment. AAI will improve pilot situational awareness and support beyond visual range weapons delivery. Implementation of this program provides the F-16 pilot with friendly/unknown designations and decreases the chance of fratricide. Block 50 Modified Modular Mission Computer; MN 610250 and Block 50 Color Display precede this modification in the engineering sequence. Changes to either of these mods will likely affect AAI. Aircraft breakdown number is lower than current Combat Air Force number due to anticipated attrition.

Note: Diminishing Manufacturing Sources (DMS) and Data costs are rolled into Install kits and Equipment unit costs. DMS costs fluctuate year to year per plan set forth in contract; therefore, unit costs will also fluctuate. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 223, Reserve 0, ANG 18

Development Status

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

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 1.0 | | 4.3 | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 34 | 1.5 | 79 | 3.2 | 91 | 3.7 | 37 | 1.6 | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | [34] | 14.3 | [79] | 24.3 | [91] | 29.6 | [37] | 13.4 | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 0.1 | | 0.9 | | 0.4 | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | 1.8 | | 0.6 | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 34 KITS | | | | | | | [23] | 0.4 | [11] | 0.2 | | |
| FY-01 79 KITS | | | | | | | | | [56] | 1.1 | [23] | 0.5 |
| FY-02 91 KITS | | | | | | | | | | | [73] | 1.4 |
| FY-03 37 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | 23 | 0.4 | 67 | 1.3 | 96 | 1.9 |
| TOTAL COST (BP-1100) | | | 34 | 15.8 | 79 | 29.3 | 91 | 35.2 | 37 | 16.7 | | 1.9 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 5.3 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 241 | 10.0 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [241] | 81.6 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 1.3 |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 2.4 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 34 KITS | | | | | | | | | [34] | 0.6 |
| FY-01 79 KITS | | | | | | | | | [79] | 1.5 |
| FY-02 91 KITS | [18] | 0.4 | | | | | | | [91] | 1.8 |
| FY-03 37 KITS | [31] | 0.6 | [6] | 0.2 | | | | | [37] | 0.8 |
| TOTAL INSTALL | 49 | 1.0 | 6 | 0.2 | | | | | 241 | 4.8 |
| TOTAL COST (BP-1100) | | 1.0 | | 0.2 | | | | | 241 | 100.1 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

| | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | 09/00 | 01/01 | 01/02 | 01/03 | | | |
| Delivery Date (Month/CY) | | 09/02 | 10/02 | 10/03 | 10/04 | | | |

Installation Schedule

| | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|---|--------------|----|---|---|
| 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 | | | | | | | | | | | | | 7 | 16 | 17 | 14 | 20 | 16 | 15 | 22 | 37 | 22 | 14 | 6 | 15 | 14 | 6 | | | | | |
| | | | | | | | | | | | | | | | | | 7 | 16 | 17 | 14 | 20 | 16 | 15 | 22 | 37 | 22 | 14 | 6 | 15 | 14 | 6 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

The OBOGS produces breathing gas by separating oxygen from engine bleed air taken from the ECS system. OBOGS replaces the Liquid Oxygen (LOX) system and reduces maintenance costs. The automatic Back-up Oxygen System (BOS) and Emergency Oxygen System (EOS) will provide breathing gas in the event of an engine, ECS or OBOGS failure. Retrofit will start with F-16 C/D pre-Block aircraft. Initial funding for the program was appropriated in FY 2000 & FY2001 as Congressional Plus-ups. Due to limited Congressional funds and Full Funding requirements, FY00 funds will pay for OBOGS kits, data, and support equipment. FY01 funds will be used primarily for OBOGS non-recurring efforts, support equipment and installs.

Aircraft Breakdown: Active 0, Reserve 0, ANG 11

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 10 | 1.1 | 1 | 0.1 | | | | | | |
| KITS NONRECUR | | | | | | 5.7 | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | 0.0 | | 0.0 | | | | | | |
| DATA | | | | 0.8 | | 0.5 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | 1.1 | | 0.4 | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 10 KITS | | | | | | | | | | [10] | | |
| FY-01 1 KITS | | | | | | | | | | [1] | | |
| TOTAL INSTALL | | | | | | 0.7 | | | | 11 | | |
| TOTAL COST (BP-1100) | | | 10 | 3.0 | 1 | 7.4 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 11 | 1.2 |
| KITS NONRECUR | | | | | | | | | | 5.7 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.1 |
| DATA | | | | | | | | | | 1.3 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 1.5 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 10 KITS | | | | | | | | | [10] | |
| FY-01 1 KITS | | | | | | | | | [1] | 0.7 |
| TOTAL INSTALL | | | | | | | | | 11 | 0.7 |
| TOTAL COST (BP-1100) | | | | | | | | | 11 | 10.4 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 20 Months

Follow-On Lead Time: 18 Months

Milestones

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

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Modification Title and No: BLOCK 50 IMPROVED AIRBORNE VIDEO TAPE RECORDER (IA MN-6400

Team POWER

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Description/Justification

Provides kits to install Color Airborne Video Tape Recording System (CAVTR) in 185 Block 50 and 54 Block 52 F-16 aircraft delivered prior to FY97. CAVTR provides two hour, three sensor (HUD, LMFD, RMFD) color video recording for training, mission planning, battle damage assessment, and mission debriefing. Delays in kit installation schedule were caused by problems encountered during kit proofing and depot field team schedule conflicts.

Aircraft Breakdown: Active 221, Reserve 0, ANG 18

Development Status

None. No RDT&E required.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 239 | 6.2 | | | | | | | | | | |
| KITS NONRECUR | | 0.9 | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.1 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.5 | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-96 223 KITS | [149] | 2.3 | [74] | 1.1 | | | | | | | | |
| FY-97 16 KITS | | | [16] | 0.2 | | | | | | | | |
| TOTAL INSTALL | 149 | 2.3 | 90 | 1.3 | | | | | | | | |
| TOTAL COST (BP-1100) | 239 | 10.0 | | 1.3 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 239 | 6.2 |
| KITS NONRECUR | | | | | | | | | | 0.9 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.1 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.5 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-96 223 KITS | | | | | | | | | [223] | 3.4 |
| FY-97 16 KITS | | | | | | | | | [16] | 0.2 |
| TOTAL INSTALL | | | | | | | | | 239 | 3.6 |
| TOTAL COST (BP-1100) | | | | | | | | | 239 | 11.3 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

| | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/97 | 03/98 | | | |
| Delivery Date (Month/CY) | 12/97 | 06/98 | | | |

Installation Schedule

| | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | |
| Input | | | | | | | | | | | | | 2 | 20 | 33 | 38 | 56 | 39 | 31 | 12 | 8 |
| Output | | | | | | | | | | | | | 2 | 20 | 33 | 38 | 56 | 39 | 31 | 12 | 8 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

Adds the Joint Helmet Mounted Cueing System (JHMCS) on Block 50/52 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 JHMCS includes a flight helmet with display optics, image source, helmet tracker transducer, and cable attached to it, graphics processor/video hardware and software to drive the display, helmet tracker hardware and software, interfaces to the aircraft computers, weapons and sensor hardware, with software to integrate the JHMCS functions with other onboard systems. Aircraft Breakdown number of 251 includes USAF Production Aircraft from FY96 through FY00. Aircraft Breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. This mod is baselined with MN 602150, Block 50 Modified Modular Mission Computer; MN 610250, Block 50 Color Display; and MN 661650, Block 50 Link 16. Note: Diminishing Manufacturing Sources (DMS) and Value Engineering costs are rolled into Install Kits and Equipment unit costs. These costs fluctuate year to year per the plan set forth in contract; therefore, unit costs will also fluctuate. As of the FY02 PB, MN 650050 (JHMCS-CCIP) was restructured to combine activities of mods existing in previous budgets--MN 650040 (Block 40 JHMCS-CCIP) and MN 650050 (Block 50 JHMCS-CCIP). FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 557, Reserve 0, ANG 91

Development Status

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

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 7.2 | | 9.0 | | 4.3 | | 3.6 | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 28 | 3.3 | 101 | 6.7 | 144 | 9.4 | 108 | 5.3 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | [28] | 7.6 | [101] | 26.6 | [144] | 26.7 | [108] | 19.1 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 0.3 | | 0.8 | | 0.9 | | 0.6 |
| DATA | | | | | | 0.2 | | 0.7 | | 1.1 | | 0.8 |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | 0.6 | | 0.8 | | 3.5 | | 1.0 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 28 KITS | | | | | | | | | [28] | 1.3 | | |
| FY-02 101 KITS | | | | | | | | | [4] | 0.3 | [97] | 5.9 |
| FY-03 144 KITS | | | | | | | | | | | [7] | 0.6 |
| FY-04 108 KITS | | | | | | | | | | | | |
| FY-05 85 KITS | | | | | | | | | | | | |
| FY-06 87 KITS | | | | | | | | | | | | |
| FY-07 77 KITS | | | | | | | | | | | | |
| FY-08 18 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | | | 32 | 1.6 | 104 | 6.5 |
| TOTAL COST (BP-1100) | | | | | 28 | 12.0 | 101 | 35.7 | 144 | 43.1 | 108 | 33.3 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 24.0 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 85 | 3.9 | 87 | 4.1 | 77 | 3.7 | 18 | 0.9 | 648 | 37.4 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | [85] | 14.8 | [87] | 15.1 | [77] | 12.3 | [18] | 2.9 | [648] | 125.1 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | 0.4 | | 0.5 | | 0.4 | | 0.3 | | 4.2 |
| DATA | | 0.6 | | 0.7 | | 0.6 | | 0.5 | | 5.3 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.6 | | 0.7 | | 0.3 | | 0.0 | | 7.5 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 28 KITS | | | | | | | | | [28] | 1.3 |
| FY-02 101 KITS | | | | | | | | | [101] | 6.2 |
| FY-03 144 KITS | [131] | 7.9 | [6] | 0.4 | | | | | [144] | 9.0 |
| FY-04 108 KITS | | | [108] | 5.6 | | | | | [108] | 5.6 |
| FY-05 85 KITS | | | | | [85] | 4.5 | | | [85] | 4.5 |
| FY-06 87 KITS | | | | | | | [87] | 4.6 | [87] | 4.6 |
| FY-07 77 KITS | | | | | | | [77] | 4.2 | [77] | 4.2 |
| FY-08 18 KITS | | | | | | | [18] | 1.0 | [18] | 1.0 |
| TOTAL INSTALL | 131 | 7.9 | 114 | 6.0 | 85 | 4.5 | 182 | 9.9 | 648 | 36.4 |
| TOTAL COST (BP-1100) | 85 | 28.4 | 87 | 27.1 | 77 | 21.8 | 18 | 14.6 | 648 | 215.9 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

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

Installation Schedule

| Quarters | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | 6 | 14 | 12 | 15 | 22 | 37 | 30 | 28 | 21 | 45 | 37 | |
| | | | | | | | | | | | | | | | | | | | | | 6 | 14 | 12 | 15 | 22 | 37 | 30 | 28 | 21 | 45 | 45 | |

Installation Schedule Continued

| | <u>FY-06</u> | | | | <u>FY-07</u> | | | | <u>FY-08</u> | | | | <u>FY-09</u> | | | | <u>FY-10</u> | | | |
|----------|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 33 | 27 | 27 | 27 | 22 | 21 | 21 | 21 | 22 | 22 | 21 | 20 | 19 | 19 | 19 | 18 | | | | |
| Output | 37 | 33 | 27 | 27 | 27 | 22 | 21 | 21 | 21 | 22 | 22 | 22 | 21 | 20 | 19 | 19 | 19 | 19 | 18 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: LINK 16 - CCIP MN-661650
Models of Aircraft Affected: F-16 BLOCK 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This modification adds a Link 16 capable data link. Link 16 provides a jam-resistant, secure digital data transfer network capability with a standardized waveform and data format allowing intraflight (within a formation) and interflight (external to a formation) communications, primarily among aircraft. Link 16 will increase mission effectiveness by providing positive position awareness of all aircraft on a network, correlating offboard and onboard sensor data and realtime sharing of target, threat, and intel updates. Aircraft Breakdown number of 251 includes USAF Production Aircraft from FY96 through FY00. Aircraft Breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. This mod is baselined with MN 602150, Modified Modular Mission Computer; MN 610250, Color Display; and MN650050, JHMCS. Note: Diminishing Manufacturing Sources (DMS), Value Engineering and Data costs are rolled into Install Kits and Equipment unit costs. These costs fluctuate year to year per the plan set forth in contract; therefore, unit costs will also fluctuate. As of the FY02 PB, MN 661650 (LINK16-CCIP) was restructured to combine activities of mods existing in previous budgets--MN 661640 (Block 40 LINK16-CCIP) and MN 661650 (Block 50 LINK16-CCIP). FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 557, Reserve 0, ANG 91

Development Status

The Block 50 EMD Program is complete. The Block 40 EMD Program is ongoing, which explains the continuing RDT&E effort in FY99/02. Two engineering proof aircraft and two test aircraft will be modified during EMD.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 27.5 | | 13.6 | | 6.2 | | 3.8 | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 28 | 5.0 | 101 | 10.1 | 144 | 14.1 | 108 | 8.0 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | [28] | 18.9 | [101] | 41.3 | [144] | 48.4 | [108] | 45.7 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 0.4 | | 0.6 | | 1.3 | | 1.3 |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | 0.8 | | 0.4 | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 28 KITS | | | | | | | | | [28] | 1.1 | | |
| FY-02 101 KITS | | | | | | | | | [4] | 0.3 | [97] | 6.6 |
| FY-03 144 KITS | | | | | | | | | | | [7] | 0.6 |
| FY-04 108 KITS | | | | | | | | | | | | |
| FY-05 85 KITS | | | | | | | | | | | | |
| FY-06 87 KITS | | | | | | | | | | | | |
| FY-07 77 KITS | | | | | | | | | | | | |
| FY-08 18 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | | | 32 | 1.4 | 104 | 7.2 |
| TOTAL COST (BP-1100) | | | | | 28 | 25.1 | 101 | 52.4 | 144 | 65.1 | 108 | 62.3 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 51.1 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 85 | 6.0 | 87 | 6.2 | 77 | 5.6 | 18 | 1.3 | 648 | 56.4 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | [85] | 36.6 | [87] | 36.6 | [77] | 33.2 | [18] | 7.3 | [648] | 267.9 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | 1.1 | | 0.7 | | 1.0 | | 0.2 | | 6.5 |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 1.2 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 28 KITS | | | | | | | | | [28] | 1.1 |
| FY-02 101 KITS | | | | | | | | | [101] | 6.9 |
| FY-03 144 KITS | [131] | 9.0 | [6] | 0.3 | | | | | [144] | 10.0 |
| FY-04 108 KITS | | | [108] | 4.6 | | | | | [108] | 4.6 |
| FY-05 85 KITS | | | | | [85] | 3.7 | | | [85] | 3.7 |
| FY-06 87 KITS | | | | | | | [87] | 3.8 | [87] | 3.8 |
| FY-07 77 KITS | | | | | | | [77] | 3.5 | [77] | 3.5 |
| FY-08 18 KITS | | | | | | | [18] | 0.8 | [18] | 0.8 |
| TOTAL INSTALL | 131 | 9.0 | 114 | 4.9 | 85 | 3.7 | 182 | 8.1 | 648 | 34.4 |
| TOTAL COST (BP-1100) | 85 | 52.7 | 87 | 48.4 | 77 | 43.5 | 18 | 16.9 | 648 | 366.4 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 22 Months

Milestones

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

Installation Schedule

| Quarters | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | 6 | 14 | 12 | 15 | 22 | 37 | 30 | 28 | 21 | 45 | 37 | |
| | | | | | | | | | | | | | | | | | | | | | 6 | 14 | 12 | 15 | 22 | 37 | 30 | 28 | 21 | 45 | 45 | |

Installation Schedule Continued

| | <u>FY-06</u> | | | | <u>FY-07</u> | | | | <u>FY-08</u> | | | | <u>FY-09</u> | | | | <u>FY-10</u> | | | |
|----------|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 33 | 27 | 27 | 27 | 22 | 21 | 21 | 21 | 22 | 22 | 21 | 21 | 20 | 19 | 19 | 19 | 18 | | | |
| Output | 37 | 33 | 27 | 27 | 27 | 22 | 21 | 21 | 21 | 22 | 22 | 22 | 21 | 20 | 19 | 19 | 19 | 19 | 18 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0804731F Team AIR

Description/Justification

Upgrades aircraft maintenance training devices (MTDs) located at Sheppard AFB and AETC Field Training Detachments located at AETC, ACC, AFMC, PACAF, USAFE, and AFSOC bases. MTDs support critical initial skills and supplemental training. Upgrades are necessary to ensure concurrency with aircraft systems. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | [2] | 3.3 | [2] | 3.3 | [6] | 4.4 |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | | | | | 3.3 | | 3.3 | | 4.4 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | [10] | 10.9 |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 10.9 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-02

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

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

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

PE 0809731F Team AIR

Description/Justification

Upgrades aircraft maintenance training devices (MTDs) located at Sheppard AFB and AETC Field Training Detachments located at AETC, ACC, AFMC, PACAF, USAFE, and AFSOC bases. MTDs support critical initial skills and supplemental training. Upgrades are necessary to ensure concurrency with aircraft systems. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | [2] | 2.5 | [9] | 5.3 | [2] | 1.1 |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | | | | 2.5 | | 5.3 | | | 1.1 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | [20] | 12.9 | [11] | 11.7 | [19] | 15.8 | | | [63] | 49.3 |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 12.9 | | 11.7 | | 15.8 | | | | 49.3 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-02

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: MISC ENGINE UPDATE MODS MN-99999E
 Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P
 PE 0207133F Team POWER

Description/Justification

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

Current FY99 program includes as a minimum, ASPJ ECS Pre-cooler Duct Removal (\$835,000), F100 Cable Clamps (\$480,000) and Transportation Charges (\$2,000).

Current FY00 program includes as a minimum, Transportation Charges (\$2,000).

FY03-FY07 budget numbers do not reflect the DoD strategic review results

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MISC | | 4.7 | | 0.6 | | 2.4 | | 0.1 | | 0.0 | | 0.2 |
| TOTAL COST (BP-1100) | | 4.7 | | 0.6 | | 2.4 | | 0.1 | | 0.0 | | 0.2 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| MISC | | 0.1 | | 0.2 | | 0.2 | | | | 8.3 |
| TOTAL COST (BP-1100) | | 0.1 | | 0.2 | | 0.2 | | | | 8.3 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: FM IMMUNITY MN-DC101
Models of Aircraft Affected: F-16C/D blk 20/3040/50

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

FY00 funds were provided in a Congressional Plus-up for the FY00PB Global Air Traffic Management(GATM). The precision approach and landing requirements for Global Air Traffic Management (GATM) requires increased selectivity and filtering to existing Instrument Landing Systems (ILSs). This increased selectivity and filtering is referred to as 'ILS Frequency Modulation (FM) Immunity'. The International Civil Aviation Organization (ICAO) established 1 Jan 01 to have FM Immunity capability on aircraft operating in Europe. This USAFE requirement was met. Total FY01 kit buy changed from 653 to 779 due to the re-negotiation of the FY00 contract from \$6.5K/kit to \$5K/kit. 4 kits are test assets. Additional FM Immunity kits will allow CONUS aircraft to deploy to Europe.

Aircraft Breakdown: Active 779, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 527 | 3.7 | 252 | 0.5 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | 0.1 | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INTEGRATION | | | | 0.4 | | | | | | | | |
| TOTAL COST (BP-1100) | | | 527 | 4.1 | 252 | 0.5 | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 779 | 4.2 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.1 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INTEGRATION | | | | | | | | | | 0.4 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 779 | 4.6 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 4 Months

Follow-On Lead Time: 12 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|
| Contract Date (Month/CY) | 07/00 | 03/01 |
| Delivery Date (Month/CY) | 11/00 | 03/02 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

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

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0207217F Team INFO

Description/Justification

The Theater Airborne Reconnaissance System (TARS) fills a niche for manned fighter-recce in the era of Unmanned Air Vehicles (UAV). TARS provides an under-the-weather electro-optical (visible light) image collection capability in a medium-to-high threat environment. We are procuring additional TARS equipment/spares to include additional Medium Altitude Electro Optical Sensors. This modification was Congressional directed and is not a new start. Cost for installs are included in the total cost shown.

Aircraft Breakdown: Active 0, Reserve 0, ANG 5

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | [6] | 6.6 | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | 6.6 | | | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [6] | 6.6 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 6.6 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 16 Months

Follow-On Lead Time: 16 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/00 | | |
| Delivery Date (Month/CY) | 01/02 | | |

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | 3 | 3 | |
| Output | | | | | | | | | | 3 | 3 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: -229 HPT OD FLOWPATH CIP TASK MN-F19401
Models of Aircraft Affected: F-16 BLOCK 52

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Provides redesigned high pressure turbine parts to reduce the step between first vane and first blade outer diameter platforms to eliminate potential for recirculation of hot air and unburned hydrocarbons on the F100-PW-229 engine. This mixture can ignite and cause melting of the first blade outer air seal. Installations are accomplished concurrently with the Falcon 229 Engine Upgrade modification MN-19229E. Both mods are accomplished at depot as part of scheduled maintenance therefore, no installation dollars are required. Both mods affect engine installs, spare engines, and not installed spare components. This safety mod reduces the class A rate from 0.8 to 0.02 per 100K engine flying hours. FY03-FY07 budget numbers do not reflect the DoD Strategic Review results.

Aircraft Breakdown: Active 44, Reserve 0, ANG 21

Development Status

Complete. Funded through the Engine Component Improvement Program (CIP).

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 12 | 0.4 | 20 | 0.5 | 10 | 0.2 | 7 | 0.2 | 16 | 0.4 | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | | | [4] | 0.1 | [4] | 0.1 | [4] | 0.1 | [2] | 0.0 | | |
| TOTAL COST (BP-1100) | 12 | 0.4 | 20 | 0.6 | 10 | 0.3 | 7 | 0.3 | 16 | 0.4 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|-----|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | |
| RDT&E (3600) | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 65 | 1.6 | |
| EQUIP NONREC | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | |
| DATA | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | [14] | 0.3 | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 65 | 1.9 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT OVERHAUL

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Modification Title and No: F110-GE-100 T4B PYROMETER REDESIGN MN-F19407

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

The pyrometer is one of the most unreliable line replaceable units (LRUs) on the F110 engine and failure can cause the engine to shut down in certain areas of the flight envelope. The redesigned pyrometer, which senses turbine blade metal temperature, will greatly improve the safety and reliability of the engine. Without a new pyrometer, the NRIFSD rate is 0.07/100KEFH which is above the PPGM threshold of 0.05/100KEFH; the new pyrometer reduces the rate below the threshold. The first two purchases (FY00 and FY01) require ESS testing (Environmental Stress Screening). No further testing is anticipated. FY03-FY07 budget numbers do not reflect the DoD Strategic Review results.

Aircraft Breakdown: Active 445, Reserve 47, ANG 294

Development Status

Complete. Funded through the Engine Component Improvement Program (CIP).

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 84 | 0.6 | 80 | 0.5 | 111 | 0.7 | 215 | 1.3 | 193 | 1.2 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | 84 | 0.6 | 80 | 0.5 | 111 | 0.7 | 215 | 1.3 | 193 | 1.2 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | 103 | 0.7 | | | | | | | 786 | 4.9 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | 103 | 0.7 | | | | | | | 786 | 4.9 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: F110 DEC HARDWARE RETROFIT MN-F19410
Models of Aircraft Affected: F-16 BLOCK 30/40/50

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This retrofit improves the reliability and maintainability of the driver line replaceable unit (LRU) on the F110 digital engine control (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. Only bought 510 kits because some were delivered with engines and were paid by engine cost. Mod incorporated at depot as part of scheduled maintenance (no installation funds required).

Aircraft Breakdown: Active 231, Reserve 36, ANG 243

Development Status

Complete. Funded through the Engine Component Improvement Program (CIP).

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 142 | 0.9 | 240 | 1.3 | 128 | 0.6 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.6 | | | | | | | | | | |
| TOTAL COST (BP-1100) | 142 | 1.5 | 240 | 1.3 | 128 | 0.6 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 510 | 2.8 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.6 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 510 | 3.4 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: DEPOT OVERHAUL

Initial Lead Time: 9 Months

Follow-On Lead Time: 14 Months

Milestones

| | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/98 | | 03/99 | 03/00 | 03/01 | | |
| Delivery Date (Month/CY) | 06/99 | | 05/00 | 05/01 | 05/02 | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: F110-GE-100/129 EMS ENHANCEMENTS MN-F19412

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This modification improves reliability, reduces false warnings, and provides post mishap engine performance data by replacing the existing engine monitoring system computer (EMSC) on both the F110-GE-100/129 engines with a more capable crash survivable EMSC. The new EMSC also is a commercially available part based design which eliminates an ongoing part obsolescence problem with the current EMSC. Implementation will be by forced retrofit at the O&I level. FY03-FY07 budget numbers do not reflect the DoD Strategic Review results.

Aircraft Breakdown: Active 553, Reserve 36, ANG 238

Development Status

Development complete. Funded through the Engine Component Improvement Program (CIP).

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 392 | 7.2 | 11 | 0.2 | 8 | 0.2 | 222 | 4.7 | 179 | 3.8 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | 392 | 7.2 | 11 | 0.2 | 8 | 0.2 | 222 | 4.7 | 179 | 3.8 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | 15 | 0.3 | | | | | | | 827 | 16.4 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | 15 | 0.3 | | | | | | | 827 | 16.4 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Modification Title and No: GE-129 TURBINE FRAME COMPOSITE FAIRING MN-F19413

Models of Aircraft Affected: F-16 BLOCK 50

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

Replaces existing composite fairings with titanium fairings similar to the curved ruggedized F110-GE-100 fairing. The turbine frame composite fairings have experienced heat damage and delamination. Small burn through holes have been discovered on numerous operational engines. On one test engine, a delaminated piece of fairing blocked cooling flow in the exhaust nozzle resulting in the burn through of the outer engine case. A similar burn through occurring in service could result in a catastrophic mishap.

Aircraft Breakdown: Active 256, Reserve 0, ANG 0

Development Status

Development complete. Development through CIP program.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 70 | 0.5 | 186 | 1.3 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | 0.0 | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | 70 | 0.5 | 186 | 1.3 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 256 | 1.8 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.0 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 256 | 1.8 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Modification Title and No: PW-229 2nd STAGE FAN IMPROVEMENTS MN-F19452

Models of Aircraft Affected: F-16 Block 52

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

Provides improved design 2nd stage fan stators for the F100-PW-229 engine. New stators will reduce vane airfoil chordwise bending mode to an acceptable level. Eight engines have been found with 2nd stage fan vane cracking; two had liberated pieces and one caused compressor damage. Liberated pieces can stall an engine and result in a Non-Recoverable Inflight Shutdown (NRIFSD), Class A event. Class A rate without improvements is 0.75 per 100K engine flight hours (100KEFH). Baseline risk without corrective action is 0.816 NRIFSD/100KEFH. Mod reduces risk below the 0.05 NRIFSD/100KEFH threshold.

Aircraft Breakdown: Active 56, Reserve 0, ANG 21

Development Status

Development completed Jul 00 through Engine CIP Program.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 48 | 0.9 | 29 | 0.6 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | 0.0 | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | 48 | 1.0 | 29 | 0.6 | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 77 | 1.5 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.0 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 77 | 1.5 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 8 Months

Follow-On Lead Time: 8 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 06/00 | 12/00 | |
| Delivery Date (Month/CY) | 02/01 | 08/01 | |

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| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|---------|---------|---------|-----------------------------|---------|---------|-------------------|----------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: F-22 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$10.105 | \$10.117 |

| <u>CLASS</u> | <u>MOD</u> <u>NR</u> | <u>MODIFICATION</u> <u>TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST</u> <u>TO GO</u> | <u>TOTAL</u> <u>PROG.</u> |
|-------------------------|-------------------------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------------|------------------------------|
| P | 17605C | AUTO GROUND COLLIS | | | | | | | 10.1 | 10.1 | | 20.2 |
| TOTAL FOR CLASS P | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.1 | 10.1 | 0.0 | 20.2 |
| TOTAL FOR AIRCRAFT F-22 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.1 | 10.1 | 0.0 | 20.2 |

Totals may not add due to rounding.

| | | | |
|--|--------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 33A | PAGE NO. 1 | |
|--|--------------------------------|---------------|--|

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UNCLASSIFIED

| | | | | | | | | |
|--|---------|---------|---------|---------------------------------------|---------|---------|--------------------------|---------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: T/AT-37 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$0.001 | \$0.082 | \$0.084 | \$0.082 | \$0.085 | \$0.086 | \$0.090 | \$0.092 |

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 FY02 is to enhance flight safety while improving reliability and maintainability. The specific modification budgeted and programmed is below.

Note that the FY 03-FY 07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|---------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P-S | 99999A | LOW COST SAFETY M | | 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 MODIFICAT | | | | | 0.1 | 0.1 | 0.1 | 0.1 | | 0.8 |
| | Z88888 | REPROGRAMMINGS | 0.1 | 0.1 | | | | | | | | 0.1 |
| TOTAL FOR CLASS P | | | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.9 |
| TOTAL FOR AIRCRAFT A/T-37 | | | 0.1 | 0.2 | 0.1 | 0.1 | 0.2 | 0.2 | 0.2 | 0.2 | 0.0 | 1.6 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 34 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

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| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|----------|----------|-----------|----------------------------|-----------|-----------|-------------------|-----------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-5 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$75.300 | \$94.529 | \$103.214 | \$145.110 | \$120.968 | \$332.399 | \$730.842 | \$746.532 |

This line item funds modifications to the C-5 aircraft. The four engine C-5 carries outsized and heavy cargo (tanks, helicopters, etc.) between main operating bases. The aircraft routinely carries 73 troops and 36 standard 463-L pallets. The primary modifications budgeted in FY02 are the TF-39 High Pressure Turbine (HPT) and Avionics Modernization Program (AMP). Other modifications enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

Note that the FY 03 - FY 07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|-------|--------|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| P | 3150 | NAVSTAR GLOBAL PO | 1.2 | | | | | | | | | 94.8 |
| | 3455 | AIRLIFT DEFENSIVE SY | 2.1 | 0.4 | | | | | | | | 27.3 |
| | 6032 | COMPARTMENT FLOO | 0.2 | 1.2 | | | | | | | | 6.2 |
| | 6037 | TF39 ENGINE HIGH PR | 35.7 | 31.9 | 9.9 | | | | | | | 178.1 |
| | 6038 | AVIONICS MODERNIZA | 22.3 | 33.0 | 90.5 | 125.1 | 80.5 | 12.1 | | | | 373.0 |
| | 6103 | HYDRAULIC SURGE C | 0.1 | 0.1 | 2.7 | | | | | | | 2.9 |
| | 6154 | C-5 RELIABILITY ENHA | | | | 15.0 | 40.3 | 319.4 | 728.9 | 746.4 | 5,052.0 | 6,902.1 |
| | 7788 | FUEL FLOW TRANSMIT | 2.6 | | | | | | | | | 2.6 |
| | 8097 | SIM UPGRADE | | | | 3.0 | | | | | | 3.0 |
| | 8662 | AETC MTD UPGRADES- | | | | 1.8 | | 0.8 | 1.9 | | | 4.5 |
| | 99999X | LOW COST MODIFICAT | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 3.3 |
| | DC101 | FM IMMUNITY | 0.7 | | | | | | | | | 4.2 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 35 | PAGE NO. 2 | |
|--|-------------------------------|---------------|--|

| | | | | | | | | |
|--|----------|----------|-----------|-----------------------------------|-----------|-----------|--------------------------|-----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-5 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$75.300 | \$94.529 | \$103.214 | \$145.110 | \$120.968 | \$332.399 | \$730.842 | \$746.532 |

This line item funds modifications to the C-5 aircraft. The four engine C-5 carries outsized and heavy cargo (tanks, helicopters, etc.) between main operating bases. The aircraft routinely carries 73 troops and 36 standard 463-L pallets. The primary modifications budgeted in FY02 are the TF-39 High Pressure Turbine (HPT) and Avionics Modernization Program (AMP). Other modifications enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

Note that the FY 03 - FY 07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | Z88888 | REPROGRAMMINGS | 10.5 | 27.9 | | | | | | | | 42.7 |
| TOTAL FOR CLASS P | | | 75.5 | 94.5 | 103.2 | 145.1 | 121.0 | 332.4 | 730.8 | 746.5 | 5,052.0 | 7,644.6 |
| TOTAL FOR AIRCRAFT C-5 | | | 75.5 | 94.5 | 103.2 | 145.1 | 121.0 | 332.4 | 730.8 | 746.5 | 5,052.0 | 7,644.6 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 35 | PAGE NO. 3 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Models of Aircraft Affected: C-5 A/B

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-5 Class P
PE 0401119F Team MOBIL

Description/Justification

This NAV/Safety modification satisfies the requirement for Global Positioning System (GPS). Modification installs a Rockwell FMS-800 system, Buss System Interface Units, Antenna, electronic units, data loader / cartridge and a mission planning system (AFMSS). FY 96 install is the prototype. FY 98 funds became available from mod #6152, Anti-Skid Reliability. This mod is a baseline for the Avionics Modernization Program (AMP) (MN 6038) and 8.33KHz Radio (MN 96004).

Aircraft Breakdown: Active 82, Reserve 32, ANG 12

Development Status

N/A - no 3600 funds. 3010 - Installations scheduled to complete FY 01-2.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 126 | 6.2 | | | | | | | | | | |
| KITS NONRECUR | | 3.5 | | | | | | | | | | |
| EQUIPMENT | [126] | 28.2 | | | | | | | | | | |
| EQUIP | | 11.5 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 4.6 | | | | | | | | | | |
| DATA | | 0.7 | | 0.1 | | | | | | | | |
| SIM/TRAINER | [22] | 19.3 | | 0.0 | | | | | | | | |
| SUPPORT-EQUIP | | 0.2 | | | | | | | | | | |
| SOFTWARE | | 6.9 | | | | | | | | | | |
| FLIGHT TEST | | 0.8 | | | | | | | | | | |
| KIT REPLENISHMENT | | 0.5 | | | | | | | | | | |
| OGC | | 0.1 | | 0.1 | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-94 1 KITS | [1] | | | | | | | | | | | |
| FY-95 37 KITS | [37] | 3.2 | | | | | | | | | | |
| FY-96 88 KITS | [53] | 7.9 | [30] | 1.0 | [5] | | | | | | | |
| TOTAL INSTALL | 91 | 11.1 | 30 | 1.0 | 5 | | | | | | | |
| TOTAL COST (BP-1100) | 126 | 93.6 | | 1.2 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 126 | 6.2 |
| KITS NONRECUR | | | | | | | | | | 3.5 |
| EQUIPMENT | | | | | | | | | [126] | 28.2 |
| EQUIP NONREC | | | | | | | | | | 11.5 |
| CHANGE ORDERS | | | | | | | | | | 4.6 |
| DATA | | | | | | | | | | 0.8 |
| SIM/TRAINER | | | | | | | | | [22] | 19.3 |
| SUPPORT-EQUIP | | | | | | | | | | 0.2 |
| SOFTWARE | | | | | | | | | | 6.9 |
| FLIGHT TEST | | | | | | | | | | 0.8 |
| KIT REPLENISHMENT | | | | | | | | | | 0.5 |
| OGC | | | | | | | | | | 0.2 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-94 1 KITS | | | | | | | | | [1] | |
| FY-95 37 KITS | | | | | | | | | [37] | 3.2 |
| FY-96 88 KITS | | | | | | | | | [88] | 8.9 |
| TOTAL INSTALL | | | | | | | | | 126 | 12.1 |
| TOTAL COST (BP-1100) | | | | | | | | | 126 | 94.8 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 33 Months

Follow-On Lead Time: 18 Months

Milestones

| | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 12/93 | 06/96 | 06/96 | | | | | |
| Delivery Date (Month/CY) | 09/96 | 12/97 | 12/97 | | | | | |

Installation Schedule

| | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|----|----|--------------|----|----|----|--------------|----|----|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 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 | 12 | 19 | 25 | 19 | 11 | 12 | 7 | 8 | 3 | 3 | 2 | | | |
| Output | | | | | | | | | | | | 1 | | | | | | | | | | | | | 2 | 10 | 18 | 22 | 22 | 12 | 11 | 9 | 6 | 7 | 4 | 2 |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: AIRLIFT DEFENSIVE SYSTEMS MN-3455
 Models of Aircraft Affected: C-5

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-5 Class P
 PE 0401119F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

The electronic warfare defensive systems will consist of a missile warning receiver, and a flare dispenser. FY 93 was continuation of the Snowstorm program (AAR/ALE-40), which served as start of this mod. The 4 retrofit kits in FY 95 are to refit the two Snowstorm aircraft with AAR/ALE -47. The AAR/ALE-47 are the 2 major group 'B' components, which are managed by the Electronic Warfare program office. Our procurement (funding) of these group 'B' components is dictated by their program office acquisition schedule, which drove our FY 94 and FY 96 group 'B' procurement. Initial lead time based on FY 95 group 'A' sole source to Lockheed Martin to meet users schedule. Follow-on lead time based on group 'A' competitive contract with Boeing purchasing and installing kits. Group 'A' is used to determine the contract/delivery dates. In 3rd qtr FY 98 AMC requested acceleration of balance of the program.

Aircraft Breakdown: Active 51, Reserve 0, ANG 0

Development Status

N/A - no 3600 funds. 3010 - installations scheduled for completion FY 01-1.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 49 | 6.0 | | | | | | | | | | |
| KITS NONRECUR | | 1.4 | | | | | | | | | | |
| EQUIPMENT | [49] | 5.8 | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 1.1 | | | | | | | | | | |
| DATA | | 0.2 | | | | | | | | | | |
| SIM/TRAINER | [11] | 1.1 | | | | | | | | | | |
| SUPPORT-EQUIP | | 1.5 | | | | | | | | | | |
| FLIGHT TEST | | 0.1 | | | | | | | | | | |
| RETROFIT | [4] | 1.9 | | | | | | | | | | |
| SOFTWARE | | 0.0 | | 0.5 | | | | | | | | |
| OGC | | 0.0 | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-93 2 KITS | [2] | 2.6 | | | | | | | | | | |
| FY-95 6 KITS | [6] | 0.9 | | | | | | | | | | |
| FY-98 21 KITS | [19] | 2.1 | [2] | 0.2 | | | | | | | | |
| FY-99 20 KITS | | | [15] | 1.3 | [5] | 0.4 | | | | | | |
| TOTAL INSTALL | 27 | 5.6 | 17 | 1.5 | 5 | 0.4 | | | | | | |
| TOTAL COST (BP-1100) | 49 | 24.8 | | 2.1 | | 0.4 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 49 | 6.0 |
| KITS NONRECUR | | | | | | | | | | 1.4 |
| EQUIPMENT | | | | | | | | | [49] | 5.8 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 1.1 |
| DATA | | | | | | | | | | 0.2 |
| SIM/TRAINER | | | | | | | | | [11] | 1.1 |
| SUPPORT-EQUIP | | | | | | | | | | 1.5 |
| FLIGHT TEST | | | | | | | | | | 0.1 |
| RETROFIT | | | | | | | | | [4] | 1.9 |
| SOFTWARE | | | | | | | | | | 0.6 |
| OGC | | | | | | | | | | 0.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-93 2 KITS | | | | | | | | | [2] | 2.6 |
| FY-95 6 KITS | | | | | | | | | [6] | 0.9 |
| FY-98 21 KITS | | | | | | | | | [21] | 2.2 |
| FY-99 20 KITS | | | | | | | | | [20] | 1.7 |
| TOTAL INSTALL | | | | | | | | | 49 | 7.5 |
| TOTAL COST (BP-1100) | | | | | | | | | 49 | 27.3 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

| | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 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

| | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 |

Installation Schedule Continued

| | <u>FY-01</u> | | | |
|----------|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 |
| Input | 5 | | | |
| Output | 5 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: COMPARTMENT FLOOR CORROSION PREVENTION MN-6032

Models of Aircraft Affected: C-5A

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-5 Class P
PE 0401119F Team MOBIL

Description/Justification

Stress panels in the troop compartment latrine are corroding. In order to replace the panels, the entire latrine must be removed. This causes a three week programmed depot maintenance delay. The C-5B designed latrine will be installed on the C-5A. The C-5B latrine has a one piece fiberglass floor pan, fiberglass walls, and a larger holding tank. Initial lead time of 9 months based on delivery of sole source prototype unit. Follow-on lead time of 13 months based on competitive follow-on contract.

Aircraft Breakdown: Active 28, Reserve 31, ANG 12

Development Status

N/A - 3600 funds. 3010 - 2nd kit proof underway.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 70 | 4.1 | | | | | | | | | | |
| KITS NONRECUR | 1 | 0.6 | | | | | | | | | | |
| EQUIPMENT | | 0.0 | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.1 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | 0.0 | | 0.0 | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-96 52 KITS | [1] | 0.0 | [2] | 0.2 | [37] | 1.2 | [12] | | | | | |
| FY-98 19 KITS | | | | | | | [19] | | | | | |
| TOTAL INSTALL | 1 | 0.0 | 2 | 0.2 | 37 | 1.2 | 31 | | | | | |
| TOTAL COST (BP-1100) | 71 | 4.8 | | 0.2 | | 1.2 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 70 | 4.1 |
| KITS NONRECUR | | | | | | | | | 1 | 0.6 |
| EQUIPMENT | | | | | | | | | | 0.0 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.1 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-96 52 KITS | | | | | | | | | [52] | 1.4 |
| FY-98 19 KITS | | | | | | | | | [19] | |
| TOTAL INSTALL | | | | | | | | | 71 | 1.4 |
| TOTAL COST (BP-1100) | | | | | | | | | 71 | 6.2 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 13 Months

Milestones

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

Installation Schedule

| | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|----|--------------|----|----|----|---|---|
| | 1 | 2 | 3 | 4 | 1 | 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 | 7 | 8 | 13 | 9 | 10 | 12 | 5 | 4 |
| Output | | | | | | | | | 1 | | | | | | | | | | | | 2 | 7 | 8 | 13 | 9 | 10 | 12 | 5 | 4 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: TF39 ENGINE HIGH PRESSURE TURBINE MN-6037
Models of Aircraft Affected: C-5A/B

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-5 Class P
PE 0401119F Team MOBIL

Center: WRALC Robins AFB GA

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. Provides payback within 3.5 years of program completion. This modification consists of 665 sets of equipment, which are component parts that will replace desisting engine parts in the High Pressure Turbine. No install kits or funds required as mod is installed during engine overhaul.

Aircraft Breakdown: Active 432, Reserve 166, ANG 67

Development Status

N/A-3600 funds. 3010-installations scheduled through FY 02-2.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|--------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 395 | 96.5 | 161 | 35.7 | 109 | 20.8 | | | | | | |
| EQUIP | | 4.1 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.1 | | | | 0.5 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | | | | | [59] | 10.5 | [66] | 9.9 | | | | |
| TOTAL COST (BP-1100) | 395 | 100.7 | 161 | 35.7 | 109 | 31.9 | | 9.9 | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 665 | 153.1 |
| EQUIP NONREC | | | | | | | | | | 4.1 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.5 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | [125] | 20.4 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 665 | 178.1 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT OVERHAUL

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: AVIONICS MODERNIZATION PROGRAM MN-6038
Models of Aircraft Affected: C-5A/B/C

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-5 Class P
PE 0401119F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

The purpose of this modification is for Global Air Traffic Management (GATM) compliance/nav safety. It redesigns the avionics components to replace low reliability Line Replacement Units (LRU) in the autopilot/flight augmentation systems and the flight and engine instrument suite. This mod also installs safety equipment: Traffic Alert and Collision Avoidance System (TCAS) and Terrain Awareness and Warning System (TAWS). TCAS has approximately a 10 month lead time. This effort will be conducted during the period FY 99 - FY 02. In addition, installation of new communication, navigation and surveillance equipment will improve air traffic management under Global Air Traffic Management (GATM) taking advantage of optimum air routes. Connectivity to mobility command and control capabilities will also be incorporated in the AMP design. Mod is baselined with GPS (mod #3150). \$13M is waiting to be reprogrammed to 3600 funds in the OMNIBUS. FY 03-FY 07 budget numbers do not reflect the DoD strategic review results.

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. PDR occurred in 3rd quarter FY 00 and CDR occurred in 3rd quarter FY 01. Development also includes two flight tested prototypes which will begin testing in 4th quarter FY 02. TCAS procurement effort has been accelerated ahead of the AMP procurement due to DEPSECDEF direction; it is not dependent on AMP development. .

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | [2] | 40.5 | | 37.2 | | 44.5 | | 64.2 | | 10.0 | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | 34 | 64.2 | 50 | 94.9 | 40 | 58.2 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 3.6 | | 6.4 | | 5.5 | | |
| DATA | | | | | | | | 3.8 | | 2.7 | | |
| SIM/TRAINER | [2] | 2.8 | | | [3] | 3.7 | [3] | 3.7 | [3] | 3.8 | [2] | 2.6 |
| SUPPORT-EQUIP | | | | | | | | 7.2 | | 2.4 | | 0.6 |
| TCAS NRE | [2] | 0.2 | | | | | | | | | | |
| TCAS INTG/INSTL | [7] | 0.7 | [4] | 1.3 | | | | | | | | |
| WST NRE | | | [1] | 8.1 | | | | | | | | |
| CPT NRE | | | | | | | | | [1] | 3.4 | | |
| WPT INTG/INSTL | | | | | | | [2] | 4.9 | [1] | 2.6 | [3] | 6.1 |
| CPT INTG/INSTL | | | | | | | | | | | | |
| MTD KITS | [1] | 1.1 | | | [2] | 19.6 | | | | | | |
| TCAS | [26] | 3.7 | [68] | 9.8 | [32] | 4.7 | | | | | | |
| INSTALLATION OF H | [26] | 1.1 | [68] | 2.6 | [32] | 1.0 | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| OGC | | | | 0.5 | | 0.5 | | 0.2 | | | | |
| BTR | | | | | | | | | | | | |
| OMNIBUS | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-02 34 KITS | | | | | | | | | [34] | 9.7 | | |
| FY-03 50 KITS | | | | | | | | | | | [50] | 13.1 |
| FY-04 40 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | | | 34 | 9.7 | 50 | 13.1 |
| TOTAL COST (BP-1100) | | 9.5 | | 22.3 | | 33.0 | 34 | 90.5 | 50 | 125.1 | 40 | 80.5 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | [2] | 196.4 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 124 | 217.3 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 15.4 |
| DATA | | | | | | | | | | 6.6 |
| SIM/TRAINER | | | | | | | | | [13] | 16.6 |
| SUPPORT-EQUIP | | | | | | | | | | 10.2 |
| TCAS NRE | | | | | | | | | [2] | 0.2 |
| TCAS INTG/INSTL | | | | | | | | | [11] | 2.0 |
| WST NRE | | | | | | | | | [1] | 8.1 |
| CPT NRE | | | | | | | | | [1] | 3.4 |
| WPT INTG/INSTL | [1] | 0.3 | | | | | | | [7] | 14.0 |
| CPT INTG/INSTL | [2] | 0.6 | | | | | | | [2] | 0.6 |
| MTD KITS | | | | | | | | | [3] | 20.7 |
| TCAS | | | | | | | | | [126] | 18.2 |
| INSTALLATION OF H | | | | | | | | | [126] | 4.6 |
| OGC | | | | | | | | | | 1.2 |
| BTR | | | | | | | | | | |
| OMNIBUS | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-02 34 KITS | | | | | | | | | [34] | 9.7 |
| FY-03 50 KITS | | | | | | | | | [50] | 13.1 |
| FY-04 40 KITS | [40] | 11.1 | | | | | | | [40] | 11.1 |
| TOTAL INSTALL | 40 | 11.1 | | | | | | | 124 | 33.9 |
| TOTAL COST (BP-1100) | | 12.1 | | | | | | | 124 | 373.0 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

| | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | | | | |
|----------|----|--------------|----|----|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|--|
| 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 | 1 | 2 | 3 | 4 | |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | 12 | 12 | 12 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | 13 | 12 | 12 | 12 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-5 Class P

Modification Title and No: HYDRAULIC SURGE CONTROL -EASY OPEN VALVE MN-6103

Models of Aircraft Affected: C-5A/B

Center: WRALC Robins AFB GA

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. Note, 126 aircraft modified with modification funds and 1 paid for with sustaining engineering funds.

Aircraft Breakdown: Active 81, Reserve 32, ANG 12

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | 125 | 2.7 | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | 0.0 | | 0.1 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | 0.0 | | 0.1 | 125 | 2.7 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 125 | 2.7 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.1 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 125 | 2.9 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

Milestones

| | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | | 08/01 |
| Delivery Date (Month/CY) | | | | | 09/01 |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: FUEL FLOW TRANSMITTER MN-7788
 Models of Aircraft Affected: C-5A/B

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-5 Class P
 PE 0401119F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

This modification replaces the fuel flow transmitter. This program was originally included in mod 6151. During testing, the transmitter required more integration effort while the indicator was ready for production. Since the indicator is also a high failure item it was more cost effective to procure and install the new indicator in lieu of buying the older poorly performing indicator. Mod 6151 was split into mod 6151 and mod 7788 to save money and improve aircraft reliability. (In 1995, the transmitter failed 338 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.

Aircraft Breakdown: Active 82, Reserve 32, ANG 12

Development Status

N/A-3600 funds.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 126 | 2.3 | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | 0.2 | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | 0.0 | | | | | | | | |
| TOTAL COST (BP-1100) | | | 126 | 2.6 | | | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 126 | 2.3 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.2 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.0 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 126 | 2.6 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 4 Months

Follow-On Lead Time: 4 Months

Milestones

| | <u>FY-00</u> |
|--------------------------|--------------|
| Contract Date (Month/CY) | 05/00 |
| Delivery Date (Month/CY) | 09/00 |

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| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|----------|---------|---------|----------------------------|---------|---------|-------------------|---------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-9 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$12.643 | \$3.241 | \$0.647 | \$1.367 | \$1.053 | \$1.086 | \$1.145 | \$1.180 |

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 FY02 is to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

Note that the FY 03 - FY 07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|------------------------|--------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| P | 3009 | REENGINE | 0.1 | | | | | | | | | 6.3 |
| | 3150 | NAVSTAR GLOBAL PO | 2.8 | 0.9 | | | | | | | | 35.4 |
| | 6030 | REDUCED VERTICAL S | 1.0 | | | | | | | | | 4.7 |
| | 99999S | SERVICE BULLETINS | 5.2 | 0.5 | 0.6 | 0.8 | 0.9 | 1.0 | 1.0 | 1.0 | | 24.4 |
| | 99999X | LOW COST MODIFICAT | 0.1 | 0.1 | 0.1 | 0.6 | 0.1 | 0.1 | 0.1 | 0.2 | | 4.8 |
| | TAWS | TERRAIN AWARENESS | 5.5 | | | | | | | | | 7.6 |
| | Z88888 | REPROGRAMMINGS | 0.1 | 1.9 | | | | | | | | 0.4 |
| TOTAL FOR CLASS P | | | 14.8 | 3.3 | 0.7 | 1.4 | 1.1 | 1.1 | 1.1 | 1.2 | 0.0 | 83.6 |
| TOTAL FOR AIRCRAFT C-9 | | | 14.8 | 3.3 | 0.7 | 1.4 | 1.1 | 1.1 | 1.1 | 1.2 | 0.0 | 83.6 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 36 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR

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

Models of Aircraft Affected: C-9A/C

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

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-9 Class P
 PE 0401314F Team MOBIL

Description/Justification

The Global Positioning System (GPS) incorporates two Rockwell Collins Flight Management System (FMS)-800s into the cockpit of each C-9 aircraft. This mod also installs a single Litton LTN-92 into 19 C-9As. The remaining four aircraft (3 C-9Cs and 1 C-9A) are already equipped with two LTN-92 each. Imbedded into the FMS-800 is the Global Positioning System (GPS), Inertial Navigation Unit (INU), Tactical Air Navigation (TACAN), and Identification Friend or Foe (IFF) which are required to alleviate crowded cockpit conditions IAW FAA intentions. The two FY94 kits installed in FY99 were paid for with Service Bulletin funds. Due to program slips for FAA certification, install dollars were used to install kits in subsequent years as shown on the funding page. Contract lead times for delivery was reduced from 24 months to 18 months on the last two contracts.

Aircraft Breakdown: Active 23, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 23 | 5.8 | | | | | | | | | | |
| KITS NONRECUR | | 3.0 | | | | | | | | | | |
| EQUIPMENT | [23] | 12.6 | | | | | | | | | | |
| EQUIP | | 1.8 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 2.0 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.3 | | | | | | | | | | |
| OGC | | 0.1 | | | | | | | | | | |
| OTHER | | 0.1 | | | | | | | | | | |
| CONTRACTOR | | | | | | | | | | | | |
| SUPPORT | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-94 | 4 | 1.2 | | | | | | | | | | |
| FY-95 | 6 | 2.4 | [2] | | | | | | | | | |
| FY-96 | 6 | 2.4 | [6] | | | | | | | | | |
| FY-97 | 6 | | [2] | 2.8 | [4] | 0.7 | | | | | | |
| FY-98 | 1 | | | | [1] | 0.2 | | | | | | |
| TOTAL INSTALL | 8 | 6.1 | 10 | 2.8 | 5 | 0.9 | | | | | | |
| TOTAL COST (BP-1100) | 23 | | | 2.8 | | 0.9 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 23 | 5.8 |
| KITS NONRECUR | | | | | | | | | | 3.0 |
| EQUIPMENT | | | | | | | | | [23] | 12.6 |
| EQUIP NONREC | | | | | | | | | | 1.8 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 2.0 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.3 |
| OGC | | | | | | | | | | 0.1 |
| OTHER | | | | | | | | | | 0.1 |
| CONTRACTOR SUPPORT | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-94 4 KITS | | | | | | | | | [4] | 1.2 |
| FY-95 6 KITS | | | | | | | | | [6] | 2.4 |
| FY-96 6 KITS | | | | | | | | | [6] | 2.4 |
| FY-97 6 KITS | | | | | | | | | [6] | 3.5 |
| FY-98 1 KITS | | | | | | | | | [1] | 0.2 |
| TOTAL INSTALL | | | | | | | | | 23 | 9.8 |
| TOTAL COST (BP-1100) | | | | | | | | | 23 | 35.4 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 33 Months

Follow-On Lead Time: 24 Months

Milestones

| | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/94 | 06/96 | 12/96 | 12/96 | 03/98 | | | |
| Delivery Date (Month/CY) | 06/97 | 06/98 | 12/98 | 06/98 | 09/99 | | | |

Installation Schedule

| | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 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 | 1 | 1 | 4 | 3 | 2 | 2 | 2 | 2 | 1 | | | |
| Output | | | | | | | | | | | | | | | | | | | 1 | | | | 1 | | | | 2 | 1 | 2 | 3 | 5 | 1 | 2 | 2 | 2 | 1 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S
Models of Aircraft Affected: C-9 A/C

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-9 Class P
PE 0401314F Team MOBIL

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

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 is needed due to aging aircraft/increased FAA requirements. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 1.1 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INITIAL SPARES | | | | | | | | | | | | |
| (EXEMPT) | | | | | | | | | | | | |
| AF W/H | | | | | | | | | | | | |
| SERVICE BLTN | | 12.3 | | 5.2 | | 0.5 | | 0.6 | | 0.8 | | 0.9 |
| TOTAL COST (BP-1100) | | 13.4 | | 5.2 | | 0.5 | | 0.6 | | 0.8 | | 0.9 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 1.1 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INITIAL SPARES (EXEMPT) | | | | | | | | | | |
| AF W/H | | | | | | | | | | |
| SERVICE BLTN | | 1.0 | | 1.0 | | 1.0 | | | | 23.3 |
| TOTAL COST (BP-1100) | | 1.0 | | 1.0 | | 1.0 | | | | 24.4 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-9 Class P

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Models of Aircraft Affected: C-9A/C

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

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, while integrating Global Positioning System data with a terrain database. SECDEF mandated completion date is 2001. 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). Due to program slips, FY00 funds will be used to install kits in FY00, FY01 & FY02.

Aircraft Breakdown: Active 23, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 5 | 0.5 | 18 | 1.7 | | | | | | | | |
| KITS NONRECUR | | 0.5 | | | | | | | | | | |
| EQUIPMENT | [5] | 0.2 | [18] | 0.8 | | | | | | | | |
| EQUIP | | 0.2 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.5 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | 0.0 | | | | | | | | |
| AWAITING BTR | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-99 5 KITS | [1] | 0.2 | [4] | 0.6 | | | | | | | | |
| FY-00 18 KITS | | | [2] | 2.4 | [15] | | [1] | | | | | |
| TOTAL INSTALL | 1 | 0.2 | 6 | 3.0 | 15 | | 1 | | | | | |
| TOTAL COST (BP-1100) | 5 | 2.2 | 18 | 5.5 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 23 | 2.2 |
| KITS NONRECUR | | | | | | | | | | 0.5 |
| EQUIPMENT | | | | | | | | | [23] | 1.0 |
| EQUIP NONREC | | | | | | | | | | 0.2 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.5 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.0 |
| AWAITING BTR | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-99 5 KITS | | | | | | | | | [5] | 0.8 |
| FY-00 18 KITS | | | | | | | | | [18] | 2.4 |
| TOTAL INSTALL | | | | | | | | | 23 | 3.2 |
| TOTAL COST (BP-1100) | | | | | | | | | 23 | 7.6 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

| | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | 1 | | | 2 | 1 | 1 | 2 | 6 | 5 | 3 | 1 | 1 | | | |
| Output | | | | 1 | 1 | 1 | | 4 | 4 | 4 | 5 | 1 | 2 | | | |

UNCLASSIFIED

| | | | | | | | | |
|--|----------|----------|-----------|-------------------------------------|-----------|-----------|--------------------------|-----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-17A | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$78.789 | \$96.236 | \$139.278 | \$169.694 | \$233.178 | \$256.724 | \$257.316 | \$269.093 |

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 FY02 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY02 are the Global Air Traffic Management and Combustion Exit Temperature Kit. The specific modifications budgeted and programmed are below.

Note that the FY 03 - FY 07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|---------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P-S | 99999A | LOW COST SAFETY M | | | | | | 1.9 | 1.9 | | | 3.8 |
| TOTAL FOR CLASS P-S | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 1.9 | 0.0 | 0.0 | 3.8 |
| P | 0399 | AIRLIFT DEFENSIVE SY | | 2.0 | 1.1 | 0.6 | 0.6 | 0.8 | 0.1 | | | 5.2 |
| | 4660 | OPEN SYSTEMS COMM | | | 4.5 | 20.5 | 33.4 | 31.2 | 9.5 | | | 99.1 |
| | 5029 | AERIAL DELIVERY SYS | | 0.1 | 1.1 | 3.5 | 2.2 | | | | | 6.8 |
| | 6005 | TROOP DOOR AFT FAI | 0.6 | 0.2 | | | | | | | | 2.4 |
| | 6008 | AEROMED LITTER STA | 4.2 | 2.4 | 1.4 | 0.7 | | | | | | 18.2 |
| | 6026 | 400 POUND PARATRO | 0.8 | 0.4 | 0.4 | 2.5 | 2.7 | 0.4 | | | | 14.7 |
| | 6201 | GPS INTEGRITY MONIT | 10.1 | 1.2 | | | | | | | | 22.1 |
| | 6202 | OPERATIONAL FLEXIBI | | | | | 50.7 | 50.0 | 43.1 | 57.2 | 106.4 | 307.4 |
| | 6204 | CARGO COMPARTMEN | | | | | | | 27.6 | 40.8 | 64.2 | 132.6 |
| | 6205 | MAINTAINABILITY IMPR | | | | | | 47.2 | 46.5 | 46.5 | 273.0 | 413.2 |

Totals may not add due to rounding.

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

| | | | | | | | | |
|--|----------|----------|-----------|-------------------------------------|-----------|-----------|--------------------------|-----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-17A | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$78.789 | \$96.236 | \$139.278 | \$169.694 | \$233.178 | \$256.724 | \$257.316 | \$269.093 |

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 FY02 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY02 are the Global Air Traffic Management and Combustion Exit Temperature Kit. The specific modifications budgeted and programmed are below.

Note that the FY 03 - FY 07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | 6206 | AVIONICS BLOCK UPG | | | | | 7.4 | 18.5 | 21.7 | 13.7 | 132.7 | 194.0 |
| | 6208 | CARGO COMPARTMEN | | | | | | 7.1 | 10.4 | 13.6 | 23.0 | 54.0 |
| | 7987 | ELECTRICAL SYSTEM | | 3.8 | | | | | | | | 3.8 |
| | 8332 | SIDEWALL LINER/OXY | 4.6 | 2.7 | 1.4 | 0.7 | | | | | | 10.6 |
| | 8501 | CABIN PRESSURIZATI | 1.5 | 3.0 | | | | | | | | 4.5 |
| | 8629 | LARGE AIRCRAFT INFR | | | 33.4 | 51.6 | 51.1 | 6.3 | 6.3 | | | 148.6 |
| | 9596 | LOOSE EQUIPMENT | | | | | | | 2.3 | 3.4 | 5.3 | 10.9 |
| | 9703 | DUAL ROW AIRDROP C | 0.8 | | | | | | | | | 1.3 |
| | 9705 | ELECTRONIC FLIGHT C | 6.4 | 0.7 | | | | | | | | 15.8 |
| | 9706 | SOFTWARE BLOCK UP | | | | | 3.1 | 4.7 | 4.0 | 2.1 | 0.4 | 14.4 |
| | 9709 | GLOBAL AIR TRAFFIC | 8.8 | 15.7 | 39.5 | 32.3 | | | | | | 96.4 |
| | 9709B | GLOBAL AIR TRAFFIC | | | | | 54.4 | 57.6 | 57.7 | 55.6 | 29.3 | 254.7 |

Totals may not add due to rounding.

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

| | | | | | | | | |
|--|----------|----------|-----------|-------------------------------------|-----------|-----------|--------------------------|-----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-17A | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$78.789 | \$96.236 | \$139.278 | \$169.694 | \$233.178 | \$256.724 | \$257.316 | \$269.093 |

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 FY02 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY02 are the Global Air Traffic Management and Combustion Exit Temperature Kit. The specific modifications budgeted and programmed are below.

Note that the FY 03 - FY 07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | 9710 | BLOCK 12 SOFTWARE | | 0.8 | 2.2 | 1.1 | | | | | | 4.2 |
| | 9714 | STATION KEEPING FOL | | 1.2 | 5.6 | 7.3 | 1.2 | | | | | 15.3 |
| | 9715 | HF DATA LINK (HF DL) | | | 3.4 | 4.1 | 8.5 | 4.4 | 1.7 | | | 22.1 |
| | 9716 | REQUIRED NAV PERFO | | | 3.4 | 4.1 | 8.5 | 4.4 | 1.7 | | | 22.1 |
| | 9717 | AIRCREW DATA TRANS | 2.0 | | | | | | | | | 2.0 |
| | 9721 | ALTERNATE EEC POW | 0.2 | 0.5 | 0.6 | 0.5 | | | | | | 1.9 |
| | 9722 | SLAT TRACK DOOR BR | 0.2 | 0.6 | 0.8 | 0.9 | 0.3 | | | | | 2.8 |
| | 9723 | FIXED LEADING EDGE | 0.4 | 0.6 | 2.5 | 8.5 | 4.0 | | | | | 16.0 |
| | 9725 | SOFTWARE BLOCK 10 | 2.4 | 2.2 | | | | | | | | 5.0 |
| | 9726 | COMBUSTION EXIT TE | 30.0 | 35.7 | 26.1 | 6.1 | | | | | | 115.9 |
| | 9728 | CABIN PRESSURIZATI | 0.9 | 0.4 | | | | | | | | 2.3 |
| | 9729 | UNSAT LOCATION ADS | | | | | | 0.4 | | 5.5 | 21.4 | 27.4 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 37 | PAGE NO. 3 | |
|--|-------------------------------|---------------|--|

| | | | | | | | | |
|--|----------|----------|-----------|-------------------------------------|-----------|-----------|--------------------------|-----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-17A | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$78.789 | \$96.236 | \$139.278 | \$169.694 | \$233.178 | \$256.724 | \$257.316 | \$269.093 |

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 FY02 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY02 are the Global Air Traffic Management and Combustion Exit Temperature Kit. The specific modifications budgeted and programmed are below.

Note that the FY 03 - FY 07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | 9730 | INSUFFICIENT EMER E | | | | | | 1.0 | | 3.7 | 14.3 | 19.0 |
| | 9731 | CIRCUIT PROTECT FLO | | | | | | 2.8 | | 1.5 | 5.7 | 10.0 |
| | 9732 | COCKPIT REAL ESTAT | | | | | | | | 0.4 | 2.0 | 2.4 |
| | 9733 | HALO GAUGE | | | | | | 1.1 | 1.9 | 2.8 | 4.4 | 10.1 |
| | 9735 | STABILIZER STRUTS P | | | | | | 1.5 | 6.0 | 7.4 | 9.1 | 23.9 |
| | 9736 | MTS JACKSON ANG | 3.5 | | | | | | | | | 3.5 |
| | 99999X | LOW COST MODIFICAT | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 1.0 |
| | SIM17 | SIMULATOR UPGRADE | | | | 3.2 | | | | | | 3.2 |
| | TAWS | TERRAIN AWARENESS | | 2.7 | 11.7 | 21.4 | 5.1 | | | | | 41.0 |
| | TRNRMO | TRAINER MODS | | | | | | 15.2 | 15.0 | 14.8 | 59.2 | 104.2 |
| | Z88888 | REPROGRAMMINGS | 1.1 | 19.0 | | | | | | | | 21.7 |
| TOTAL FOR CLASS P | | | 78.8 | 96.3 | 139.3 | 169.7 | 233.2 | 254.8 | 255.5 | 269.1 | 750.5 | 2,307.5 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 37 | PAGE NO. 4 | |
|--|-------------------------------|---------------|--|

| | | | | | | | | |
|--|----------|----------|-----------|-------------------------------------|-----------|-----------|--------------------------|-----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-17A | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$78.789 | \$96.236 | \$139.278 | \$169.694 | \$233.178 | \$256.724 | \$257.316 | \$269.093 |

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 FY02 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY02 are the Global Air Traffic Management and Combustion Exit Temperature Kit. The specific modifications budgeted and programmed are below.

Note that the FY 03 - FY 07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| TOTAL FOR AIRCRAFT C-17 | | | 78.8 | 96.3 | 139.3 | 169.7 | 233.2 | 256.7 | 257.4 | 269.1 | 750.5 | 2,311.3 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 37 | PAGE NO. 5 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: AIRLIFT DEFENSIVE SYSTEMS-COUNTERMEASURES MN-0399

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

This modification upgrades the countermeasures package-missile warning system, flare dispenser, and missile diverting flares. This mod is directed by PDB 739 (January 99).

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Project Plan Id#: AV/AFC-025B

Aircraft Breakdown: Active 114, Reserve 0, ANG 6

Development Status

Complete 09/00.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 50 | 1.5 | 24 | 0.7 | 14 | 0.4 | 18 | 0.5 |
| KITS NONRECUR | | | | | | 0.3 | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | 0.1 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | 0.1 | 0.2 | | 0.1 | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 50 KITS | | | | | | | [50] | 0.2 | | | | |
| FY-02 24 KITS | | | | | | | | | [24] | 0.1 | | |
| FY-03 14 KITS | | | | | | | | | | | [14] | 0.1 |
| FY-04 18 KITS | | | | | | | | | | | | |
| FY-05 14 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | 50 | 0.2 | 24 | 0.1 | 14 | 0.1 |
| TOTAL COST (BP-1100) | | | | | 50 | 2.0 | 24 | 1.1 | 14 | 0.6 | 18 | 0.6 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 14 | 0.7 | | | | | | | 120 | 3.9 |
| KITS NONRECUR | | | | | | | | | | 0.3 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.1 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.4 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 50 KITS | | | | | | | | | [50] | 0.2 |
| FY-02 24 KITS | | | | | | | | | [24] | 0.1 |
| FY-03 14 KITS | | | | | | | | | [14] | 0.1 |
| FY-04 18 KITS | [18] | 0.1 | | | | | | | [18] | 0.1 |
| FY-05 14 KITS | | | [14] | 0.1 | | | | | [14] | 0.1 |
| TOTAL INSTALL | 18 | 0.1 | 14 | 0.1 | | | | | 120 | 0.5 |
| TOTAL COST (BP-1100) | 14 | 0.8 | | 0.1 | | | | | 120 | 5.2 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

| | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 12/00 | 12/01 | 12/02 | 12/03 | 12/04 | |
| Delivery Date (Month/CY) | 12/01 | 09/02 | 09/03 | 09/04 | 09/05 | |

Installation Schedule

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | |
|----------|--------------|---|---|---|--------------|----|----|----|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| 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 | 15 | 15 | 15 | 6 | 6 | 6 | 6 | 4 | 4 | 4 | 2 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 2 |
| Output | | | | | 5 | 15 | 15 | 15 | 6 | 6 | 6 | 6 | 4 | 4 | 4 | 2 | 4 | 4 | 4 | 6 | 6 | 6 | 6 | 2 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: OPEN SYSTEMS COMMUNICATION CONTROL UNIT MN-4660

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

The evolving communications requirements for the C-17 will be constrained by current Communication Control Unit design. The current design no longer has the flexibility to adapt to added communication requirements without a redesign. The Open Systems CCU project will provide a Line Replaceable Unit (LRU) with an architecture very similar to the Core Integrated Processor and significant growth capability to accommodate future requirements. The architecture design will allow the addition of a card to obtain the new capability rather than redesigning the entire LRU. The architecture will employ industry standard features that will simplify changes and provide numerous sources for those changes. New equipment and software will replace the existing CCU, the Intercom Control System (ICS), and the Comm/Nav Controller (CNC). Mod is required for GATM follow-on (MN-9715 HF DL & 9716 RNP-4) and for the SOLL II communications long term solution. Increases in BP11 (FY02-FY05) as a result of PBD 604 (Jan 2001), inflation adjustments.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Project Plan Id#: AV/AFC-027

Aircraft Breakdown: Active 107, Reserve 0, ANG 0

Development Status

Design complete 02/00.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | 7 | 4.4 | 30 | 20.5 | 37 | 22.8 |
| KITS NONRECUR | | | | | | | | 0.2 | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-02 7 KITS | | | | | | | | | | | [7] | 2.0 |
| FY-03 30 KITS | | | | | | | | | | | [30] | 8.6 |
| FY-04 37 KITS | | | | | | | | | | | | |
| FY-05 33 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | | | | | 37 | 10.6 |
| TOTAL COST (BP-1100) | | | | | | | 7 | 4.5 | 30 | 20.5 | 37 | 33.4 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 33 | 20.6 | | | | | | | 107 | 68.2 |
| KITS NONRECUR | | | | | | | | | | 0.2 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-02 7 KITS | | | | | | | | | [7] | 2.0 |
| FY-03 30 KITS | | | | | | | | | [30] | 8.6 |
| FY-04 37 KITS | [37] | 10.6 | | | | | | | [37] | 10.6 |
| FY-05 33 KITS | | | [33] | 9.5 | | | | | [33] | 9.5 |
| TOTAL INSTALL | 37 | 10.6 | 33 | 9.5 | | | | | 107 | 30.7 |
| TOTAL COST (BP-1100) | 33 | 31.2 | | 9.5 | | | | | 107 | 99.1 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|----|--------------|---|---|----|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | 9 | 9 | 9 | 10 | 9 | 9 | 9 | 10 | 9 | 8 | 8 | 8 |
| Output | | | | | | | | | 9 | 9 | 9 | 10 | 9 | 9 | 9 | 10 | 9 | 8 | 8 | 8 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P

Modification Title and No: AERIAL DELIVERY SYSTEM IMPROVEMENTS MN-5029

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F Team MOBIL

Description/Justification

This modification will improve the overall success of the airdrop operations. Changes will be made to the Cargo Door Ditching Lock; Aerial Delivery System Position Sensor; Cargo Ramp Vent/Lock; and ADS Link Sensor. The ADS Gang Back-Up Switch will be modified as an indirect recommendation of the P-13 incident investigation. Previously part of MN-6203.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Project Plan Id#: AV/FS-001

Aircraft Breakdown: Active 85, Reserve 0, ANG 0

Development Status

Design complete 8/00.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 1 | 0.0 | 42 | 1.1 | 42 | 1.3 | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 1 KITS | | | | | | | [1] | 0.1 | | | | |
| FY-02 42 KITS | | | | | | | | | [42] | 2.2 | | |
| FY-03 42 KITS | | | | | | | | | | | [42] | 2.2 |
| TOTAL INSTALL | | | | | | | 1 | 0.1 | 42 | 2.2 | 42 | 2.2 |
| TOTAL COST (BP-1100) | | | | | 1 | 0.0 | 42 | 1.1 | 42 | 3.5 | | 2.2 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 85 | 2.4 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 1 KITS | | | | | | | | | [1] | 0.1 |
| FY-02 42 KITS | | | | | | | | | [42] | 2.2 |
| FY-03 42 KITS | | | | | | | | | [42] | 2.2 |
| TOTAL INSTALL | | | | | | | | | 85 | 4.4 |
| TOTAL COST (BP-1100) | | | | | | | | | 85 | 6.8 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 10 Months

Milestones

| | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> |
|--------------------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/01 | 12/01 | 12/02 | |
| Delivery Date (Month/CY) | 09/02 | 10/02 | 10/03 | |

Installation Schedule

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|----|--|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | |
| Input | | | | | | | | | 1 | 10 | 11 | 11 | 10 | 10 | 11 | 11 | 10 | |
| Output | | | | | | | | | 1 | 10 | 11 | 11 | 10 | 10 | 11 | 11 | 10 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: AEROMED LITTER STANCHION REDESIGN MN-6008

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

This enhancement project will increase the C-17 Aeromedical litter stanchion height and revise related support structure to accommodate a 21 inch vertical separation between litter patients in a three tier configuration. The contract for this mod was restructured so it could be done in conjunction with MN 8332 Sidewall Liner/ Oxygen Box Relocation. These costs are based on a contractor proposal for installing both mods simultaneously to minimize installation costs. The individual costs for this mod are apportioned from the proposal.

FY03-FY07 budget estimates do not reflect DoD's strategic review results.

Project Plan Id#: AV/FS-003

Aircraft Breakdown: Active 40, Reserve 0, ANG 0

Development Status

Design complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 25 | 9.4 | 10 | 2.3 | 5 | 0.8 | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 14 KITS | | | [14] | 1.6 | | | | | | | | |
| FY-99 11 KITS | | | [1] | 0.3 | [10] | 1.6 | | | | | | |
| FY-00 10 KITS | | | | | | | [10] | 1.4 | | | | |
| FY-01 5 KITS | | | | | | | | | [5] | 0.7 | | |
| TOTAL INSTALL | | | 15 | 1.9 | 10 | 1.6 | 10 | 1.4 | 5 | 0.7 | | |
| TOTAL COST (BP-1100) | 25 | 9.4 | 10 | 4.2 | 5 | 2.4 | | 1.4 | | 0.7 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 40 | 12.6 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 14 KITS | | | | | | | | | [14] | 1.6 |
| FY-99 11 KITS | | | | | | | | | [11] | 1.9 |
| FY-00 10 KITS | | | | | | | | | [10] | 1.4 |
| FY-01 5 KITS | | | | | | | | | [5] | 0.7 |
| TOTAL INSTALL | | | | | | | | | 40 | 5.6 |
| TOTAL COST (BP-1100) | | | | | | | | | 40 | 18.2 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

| | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | 12/98 | 12/98 | 03/00 | 12/00 | | |
| Delivery Date (Month/CY) | | 06/00 | 06/00 | 09/01 | 06/02 | | |

Installation Schedule

| | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | | | 5 | 10 | 5 | 5 | | | | | 5 | 5 | | | | | | |
| Output | | | | | | | | | | | | | 5 | 10 | 5 | 5 | | | | | 5 | 5 | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: 400 POUND PARATROOPER SEAT MN-6026
Models of Aircraft Affected: C-17

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

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.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Project Plan Id#: AV/FS-021

Aircraft Breakdown: Active 26, Reserve 0, ANG 0

Development Status

RDT&E complete Aug 1996.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 11 | 6.8 | 1 | 0.4 | 1 | 0.4 | 1 | 0.4 | 6 | 2.4 | 6 | 2.3 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-97 1 KITS | [1] | 0.1 | | | | | | | | | | |
| FY-98 7 KITS | [4] | 0.4 | [3] | 0.2 | | | | | | | | |
| FY-99 3 KITS | | | [3] | 0.2 | | | | | | | | |
| FY-00 1 KITS | | | | | [1] | 0.1 | | | | | | |
| FY-01 1 KITS | | | | | | | [1] | 0.1 | | | | |
| FY-02 1 KITS | | | | | | | | | [1] | 0.2 | | |
| FY-03 6 KITS | | | | | | | | | | | [6] | 0.4 |
| FY-04 6 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | 5 | 0.6 | 6 | 0.4 | 1 | 0.1 | 1 | 0.1 | 1 | 0.2 | 6 | 0.4 |
| TOTAL COST (BP-1100) | 11 | 7.4 | 1 | 0.8 | 1 | 0.4 | 1 | 0.4 | 6 | 2.5 | 6 | 2.7 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 26 | 12.6 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-97 1 KITS | | | | | | | | | [1] | 0.1 |
| FY-98 7 KITS | | | | | | | | | [7] | 0.7 |
| FY-99 3 KITS | | | | | | | | | [3] | 0.2 |
| FY-00 1 KITS | | | | | | | | | [1] | 0.1 |
| FY-01 1 KITS | | | | | | | | | [1] | 0.1 |
| FY-02 1 KITS | | | | | | | | | [1] | 0.2 |
| FY-03 6 KITS | | | | | | | | | [6] | 0.4 |
| FY-04 6 KITS | | | | | | | | | [6] | 0.4 |
| TOTAL INSTALL | 6 | 0.4 | | | | | | | 26 | 2.1 |
| TOTAL COST (BP-1100) | | 0.4 | | | | | | | 26 | 14.7 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

Installation Schedule Continued

| | <u>FY-05</u> | | | |
|----------|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 |
| Input | 1 | 2 | 2 | 1 |
| Output | 1 | 2 | 2 | 1 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P

Modification Title and No: GPS INTEGRITY MONITORING CAPABILITY IMPROVEMENTS MN-6201

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F Team MOBIL

Description/Justification

This modification, Global Air Traffic Management (Navigation) will replace the current Inertial Reference Unit (IRU) with an upgraded Replacement IRU and the current Global Positioning System (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. This Mod is baselined with MN-9705 Electronic Flight Control System, and MN-9725 Block 10 Software.

Project Plan Id#: AV/AFC-009

Aircraft Breakdown: Active 48, Reserve 0, ANG 0

Development Status

Design complete FY98/1.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 25 | 8.6 | 23 | 8.9 | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| GFP | | 2.0 | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 1 KITS | [1] | 0.2 | | | | | | | | | | |
| FY-99 24 KITS | | | [24] | 1.2 | | | | | | | | |
| FY-00 23 KITS | | | | | [23] | 1.2 | | | | | | |
| TOTAL INSTALL | 1 | 0.2 | 24 | 1.2 | 23 | 1.2 | | | | | | |
| TOTAL COST (BP-1100) | 25 | 10.8 | 23 | 10.1 | | 1.2 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 48 | 17.5 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| GFP | | | | | | | | | | 2.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 1 KITS | | | | | | | | | [1] | 0.2 |
| FY-99 24 KITS | | | | | | | | | [24] | 1.2 |
| FY-00 23 KITS | | | | | | | | | [23] | 1.2 |
| TOTAL INSTALL | | | | | | | | | 48 | 2.6 |
| TOTAL COST (BP-1100) | | | | | | | | | 48 | 22.1 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 12 Months

Milestones

| | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 03/98 | 03/99 | 02/00 | |
| Delivery Date (Month/CY) | 09/99 | 03/00 | 02/01 | |

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|---|--------------|---|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | 1 | | 12 | 12 | | | 4 | 12 | 7 |
| Output | | | | | | | | 1 | | 12 | 12 | | | 4 | 12 | 7 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: ELECTRICAL SYSTEM CONTROL PANEL REDESIGN MN-7987

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

This modification is to redesign the electrical system control panel to correct a single point failure deficiency.

Project Plan Id#: AV/AFC-032

Aircraft Breakdown: Active 76, Reserve 0, ANG 0

Development Status

Design complete 9/00.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 76 | 3.8 | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | | 76 | 3.8 | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 76 | 3.8 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 76 | 3.8 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: SIDEWALL LINER/OXYGEN BOX RELOCATION MN-8332

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

This is not a New Start. This work was part of the Aeromed Litter Stanchion (MN 6008). Replace Sidewall Liners with new production design liners; relocate Sidewall Oxygen Box to a reachable level, improving access to passenger oxygen masks when deployed; incorporate O2 Straps (former mod number 6001). These costs are based on a contractor proposal for installing both mods simultaneously to minimize the installation costs. The individual cost for this mod is apportioned from the proposal. The contract for this mod was restructured so it could be done in conjunction with MN-6008 Aeromed Litter Stanchion.

Project Plan Id#: AV/FS-003

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

Design complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 10 | 1.2 | 13 | 1.5 | 9 | 1.1 | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-99 10 KITS | | | [7] | 3.1 | [3] | 0.5 | | | | | | |
| FY-00 13 KITS | | | | | [7] | 1.1 | [6] | 0.8 | | | | |
| FY-01 9 KITS | | | | | | | [4] | 0.6 | [5] | 0.7 | | |
| TOTAL INSTALL | | | 7 | 3.1 | 10 | 1.6 | 10 | 1.4 | 5 | 0.7 | | |
| TOTAL COST (BP-1100) | 10 | 1.2 | 13 | 4.6 | 9 | 2.7 | | 1.4 | | 0.7 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 32 | 3.8 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-99 10 KITS | | | | | | | | | [10] | 3.6 |
| FY-00 13 KITS | | | | | | | | | [13] | 1.9 |
| FY-01 9 KITS | | | | | | | | | [9] | 1.3 |
| TOTAL INSTALL | | | | | | | | | 32 | 6.8 |
| TOTAL COST (BP-1100) | | | | | | | | | 32 | 10.6 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

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

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--|--|--|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | |
| Input | | | | | | | | | 3 | 4 | 3 | | | | | | 5 | 5 | 3 | 2 | 2 | 2 | 3 | | | | |
| Output | | | | | | | | | 3 | 4 | 3 | | | | | | 5 | 5 | 3 | 2 | 2 | 2 | 3 | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P

Modification Title and No: CABIN PRESSURIZATION/EGRESS-PHASE II MN-8501

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0401130F Team MOBIL

Description/Justification

This is not a New Start. This mod was previously part of MN-9728. It was broken out separately due to kitproofing results indicating phase II effort more difficult than expected. To optimize operational use of A/C during modification, two A/C availability schedules were developed, one for simpler part of mod (Phase I) and another for more difficult part (Phase II). This mod is for the more difficult part. Scope of the total effort remains the same. The 9 additional A/C on this mod is due to the simpler part being installed during production on those 9. This modification is to redesign the Cabin Pressurization system to enhance current capability and provide safer, more efficient operation; allowing normal and emergency egress to take place with reduced risk of hazard to personnel or aircraft. Changes will be made to the Cabin Pressure Controller (CPC)/Operational Flight Program software logic, and improving flight deck gauges and controls.

Project Plan Id#: AV/FS-036B

Aircraft Breakdown: Active 57, Reserve 0, ANG 0

Development Status

Design complete 1/99.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 24 | 0.8 | 33 | 1.0 | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | | | | 0.1 | | 1.6 | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 24 KITS | | | [6] | 0.6 | [18] | 0.1 | | | | | | |
| FY-01 33 KITS | | | | | [33] | 0.3 | | | | | | |
| TOTAL INSTALL | | | 6 | 0.6 | 51 | 0.4 | | | | | | |
| TOTAL COST (BP-1100) | | | 24 | 1.5 | 33 | 3.0 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 57 | 1.8 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | | 1.7 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 24 KITS | | | | | | | | | [24] | 0.7 |
| FY-01 33 KITS | | | | | | | | | [33] | 0.3 |
| TOTAL INSTALL | | | | | | | | | 57 | 1.0 |
| TOTAL COST (BP-1100) | | | | | | | | | 57 | 4.5 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|
| Contract Date (Month/CY) | 03/00 | 06/01 |
| Delivery Date (Month/CY) | 06/00 | 09/01 |

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|----------|--------------|---|---|---|--------------|---|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | |
| Input | | | | 6 | 18 | 6 | 18 | 9 |
| Output | | | | 6 | 18 | 6 | 18 | 9 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM) MN-8629

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401134F Team MOBIL

Description/Justification

The Large Aircraft Infrared Countermeasures System (LAIRCM) provides advanced defensive capability for transport and tanker aircraft to counter the proliferating IR Man-Portable Air-Defense Systems (MANPADS) missiles. FY01 was first year for LAIRCM RDT&E funding in PE 41130F. FY02 is the first year of 3010 funding for C-17 LAIRCM installs; however, all required NEW START notifications were completed in the FY01 PB. This system will employ new missile-warning systems, a missile-tracking system, and multi-band laser jammers to detect, track, and counter any incoming IR missiles. This system will be fully automatic following power-up.

LAIRCM is currently in source selection. Anticipate an RDT&E and install contract award in Sep 01. At that time, this P-doc will be changed to reflect the winning contractor's funding profile and proposed install schedule.

The C-17 LAIRCM configuration has not yet been finalized but should consist of missile warning and tracking systems, a TBD number of multi-band laser turrets, and the appropriate processors & wiring. This P3A defines the Phase I effort for the 12 C-17s included in this phase (Phase I also includes 8 C-130s shown in its respective P-doc). Two C-17 kits will be procured with 3600 funds described in the appropriate R-docs in PEs 41130F for FY01 and PE 41134F for FY02 and beyond. PE 41134F is a new PE established in FY02 to consolidate LAIRCM into one PE for RDT&E and installation.

Note: FY03-07 budget numbers do not reflect the DOD strategic review results.

Aircraft Breakdown: Active 10, Reserve 0, ANG 0

Development Status

Program is in source selection. Planned contract award date for Phase I is Sep 01. RDT&E funding, shown below, is for both the C-17 and C-130 LAIRCM program.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | [1] | 62.5 | [1] | 20.3 | [1] | 13.4 |
| PROCUREMENT (3010) | | | | | | | [2] | 0.8 | [4] | 1.6 | [4] | 1.6 |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | 2 | 32.2 | 4 | 46.9 | 4 | 43.8 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | 0.3 | | 0.9 | | 1.3 |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF H | | | | | | | | | [2] | 2.2 | [4] | 4.4 |
| TOTAL COST (BP-1100) | | | | | | | 2 | 33.4 | 4 | 51.6 | 4 | 51.1 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | [3] | 96.2 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | [10] | 4.0 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 10 | 123.0 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | 0.2 | | | | | | | | 2.7 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | 1.6 | | 6.3 | | | | | | 7.9 |
| INSTALLATION OF H | [4] | 4.4 | | | | | | | [10] | 11.1 |
| TOTAL COST (BP-1100) | | 6.3 | | 6.3 | | | | | 10 | 148.6 |

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: ELECTRONIC FLIGHT CONTROL SYSTEM (EFCS) MN-9705

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

The current C-17 Electronic Flight Control System (EFCS), Flight Control Computer (FCC), and Spoiler Control/Electronic Flap Computer (SCEFC) employ 20 MHz Pace 1750A Central Processor Units (CPUs). The current FCC and SCEFC have nearly reached their maximum throughput capacity and memory capacity leaving no room for additional functionality. This performance improvement project will provide higher spare throughput and increased spare memory required to accommodate future expansion for the Block 10 software upgrade and beyond. The project will replace the current Shop Replaceable Units (SRUs) using 20 MHz Pace 1750A processors with new SRUs containing 40 MHz Pace 1750AE processors. Also the memory on the new SRUs will be increased from 128K words to 1Meg words. This modification is baselined with MN-6201 GPS Integrity Monitoring Capability Improvements and MN-9725 Block 10 Software.

Project Plan Id#: AV/AFC-005

Aircraft Breakdown: Active 48, Reserve 0, ANG 0

Development Status

Hardware and software design complete 3/98.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 25 | 5.9 | 23 | 4.8 | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | [87] | 2.7 | [63] | 1.0 | | | | | | | | |
| FY86/87 QTY | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 1 KITS | [1] | 0.1 | | | | | | | | | | |
| FY-99 24 KITS | | | [24] | 0.6 | | | | | | | | |
| FY-00 23 KITS | | | | | [23] | 0.7 | | | | | | |
| TOTAL INSTALL | 1 | 0.1 | 24 | 0.6 | 23 | 0.7 | | | | | | |
| TOTAL COST (BP-1100) | 25 | 8.8 | 23 | 6.4 | | 0.7 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 48 | 10.7 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | [150] | 3.7 |
| FY86/87 QTY | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 1 KITS | | | | | | | | | [1] | 0.1 |
| FY-99 24 KITS | | | | | | | | | [24] | 0.6 |
| FY-00 23 KITS | | | | | | | | | [23] | 0.7 |
| TOTAL INSTALL | | | | | | | | | 48 | 1.4 |
| TOTAL COST (BP-1100) | | | | | | | | | 48 | 15.8 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

| | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 06/98 | 12/98 | 02/00 | |
| Delivery Date (Month/CY) | 06/99 | 09/99 | 11/00 | |

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | 1 | 6 | 6 | 6 | 6 | 6 | 6 | 5 |
| Output | | | | | | | | | 1 | 6 | 6 | 6 | 6 | 6 | 6 | 5 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: GLOBAL AIR TRAFFIC MANAGEMENT (GATM) PHASE II MN-9709

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

This mod is required by International Civil Aviation Organizations and the Federal Aviation Administration. The current aircraft configuration does not include the hardware and software to provide traffic alert and collision avoidance to the pilot, nor is it linked to ground air traffic control facilities. The aircraft does not have beyond line-of-sight communications (both voice and data) for interaction with international air traffic control. The existing APX-100 Identification Friend or Foe (IFF) utilizes a separate encryption device designated as a Kit 1C. The current APX-100 also does not have a Mode 'S' down link capability. The C-17 will be modified with the necessary hardware, software, wiring and installations to implement a C-17 Communication and Navigation upgrade which adds the following system capabilities and functionalities.

- Level II Traffic Alert and Collision Avoidance System (TCAS), including Change 7, with display information integrated into the current C-17 cockpit displays.
- APX-100 Mark V IFF with Mode 'S' Transponder, including Change 7, replacing current APX-100.
- Aero-I International Maritime Satellite (INMARSAT) System for Beyond Line-Of-sight (BLOS) voice and data communications.
- Communication Management Unit to route multiple data link devices to the appropriate radios.
- Aircraft Personality Module to provide aircraft-specific information, such as tail number, to various devices.
- Automatic Dependent Surveillance (ADS-A) functionality (software only) via INMARSAT Aero-I data link.
- Controller/Pilot Data Link Communication (CPDLC) via INMARSAT Aero-I data link.

This mod causes a longer than normal down time for the aircraft, so some of the aircraft inducted in each quarter of the year are not completed until the next quarter (see schedule).

Project Plan Id#: AV/AFC-007

Modification of Spares to Include:

- Aircraft Propulsion Data Management Computer: The APDMC software will be modified to cause datalink failures and uplink alerts to be displayed by selected cockpit displays.
- Communication Control Unit: The IRMS-CCU will be modified with an OFP software change to accommodate added message changes and some control changes.
- Flight Control Computer: The FCC software will be modified to provide autopilot disconnect upon receipt of appropriate warning information from the TCAS II LRU.
- HUD Monitor & Display: The HUD software will be modified to accommodate new display pages.
- Mission Computer Keyboard: The MCK software will be modified to pass additional data from the CIP to the CCU.
- Core Integrated Processor: The CIP will be modified internally by the addition of an ARINC 429 bus circuit card assembly (CCA) and extensive software changes to provide the CPDLC, ADS-A and data base functionality required by the GATM program. The software will also be modified to control the new ARINC 429 CCA.
- MFD-CRT: The MFD software will be modified to provide new display pages.
- Standard Flight Data Recorder: The SFDR software will be modified to enable the recording of selected TCAS data.
- WCCS: The WCC software will be modified to provide fault annunciations for the IFF and TCAS. This mod is required by International Civil Aviation Organizations and the Federal Aviation Administration.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Design completed Jul 99.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 15 | 5.0 | 33 | 4.9 | 22 | 10.9 | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| GFE | | | | 3.8 | | 8.8 | | 3.5 | | | | |
| MOD OF SPARES | | | | | | 0.7 | | 6.7 | | 12.3 | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 15 KITS | | | | | [4] | 1.4 | [11] | 6.2 | | | | |
| FY-01 33 KITS | | | | | | | [22] | 12.4 | [11] | 6.9 | | |
| FY-02 22 KITS | | | | | | | | | [22] | 13.1 | | |
| TOTAL INSTALL | | | | | 4 | 1.4 | 33 | 18.5 | 33 | 20.1 | | |
| TOTAL COST (BP-1100) | | | 15 | 8.8 | 33 | 15.7 | 22 | 39.5 | | 32.3 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 70 | 20.8 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| GFE | | | | | | | | | | 16.0 |
| MOD OF SPARES | | | | | | | | | | 19.7 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 15 KITS | | | | | | | | | [15] | 7.6 |
| FY-01 33 KITS | | | | | | | | | [33] | 19.3 |
| FY-02 22 KITS | | | | | | | | | [22] | 13.1 |
| TOTAL INSTALL | | | | | | | | | 70 | 40.0 |
| TOTAL COST (BP-1100) | | | | | | | | | 70 | 96.4 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 10 Months

Milestones

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

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|----|---|--------------|----|----|----|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | 1 | 3 | 11 | 3 | 10 | 10 | 10 | 7 | 10 | 5 | | |
| Output | | | | | | 1 | 3 | 8 | 8 | 10 | 10 | 10 | 10 | 5 | 5 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: BLOCK 12 SOFTWARE MN-9710
Models of Aircraft Affected: C-17

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Updates the software to the aircraft Block 12 configuration. Will include PICRs for over 60 items including: Loose Platform Detection capability & CAWS update; obstacle clearance computations; SIDS clearance capability; SKE enhancements for Block 12; Air Refueling performance data; Engine out LRC speed; Max thrust in climb; MLS final approach capability to 5 Degrees/1000 FPM glidepath. Mod number changed from _HXCLN to 9710. This mod is baselined with GATM (MN-9709).

Project Plan Id#: AV/AVI-005

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Development to complete 2/00.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| SOFTWARE | | | | | [4] | 0.5 | [41] | 1.7 | [25] | 1.1 | | |
| MOD OF SPARES | | | | | | 0.4 | | 0.5 | | | | |
| TOTAL COST (BP-1100) | | | | | | 0.8 | | 2.2 | | 1.1 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| SOFTWARE | | | | | | | | | [70] | 3.3 |
| MOD OF SPARES | | | | | | | | | | 0.9 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 4.2 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 1 Month

Follow-On Lead Time: 1 Month

Milestones

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

Installation Schedule

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|--------|--------------|---|---|---|--------------|----|----|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | 4 | 14 | 13 | 14 | | 8 | 9 | 8 | |
| Output | | | | 4 | 14 | 13 | 14 | | 8 | 9 | 8 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: STATION KEEPING FOLLOW-ON (SBA) MN-9714
Models of Aircraft Affected: C-17

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Capability to receive and display increased number of aircraft in formation at increased transmit/receive distances, receive and display commercial TCAS information, and minimizing probability of enemy detection. This system will help minimize total time across the drop zone for large airdrop formations. Mod number changed from _MYUZC to 9714. Fleet must be retrofitted with SKE-FO by the end of FY04 to support Strategic Brigade Airdrop (SBA).

Project Plan Id#: AV/AFC-016A

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 85, Reserve 0, ANG 0

Development Status

Design to complete 3/00.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 1 | 0.1 | 42 | 5.0 | 42 | 5.3 | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MOD OF SPARES | | | | | | 1.1 | | 0.5 | | 0.6 | | 0.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 1 KITS | | | | | | | [1] | 0.0 | | | | |
| FY-02 42 KITS | | | | | | | | | [42] | 1.4 | | |
| FY-03 42 KITS | | | | | | | | | | | [42] | 1.1 |
| TOTAL INSTALL | | | | | | | 1 | 0.0 | 42 | 1.4 | 42 | 1.1 |
| TOTAL COST (BP-1100) | | | | | | 1 | 1.2 | 42 | 5.6 | 42 | 7.3 | 1.2 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 85 | 10.5 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | | 2.3 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 1 KITS | | | | | | | | | [1] | 0.0 |
| FY-02 42 KITS | | | | | | | | | [42] | 1.4 |
| FY-03 42 KITS | | | | | | | | | [42] | 1.1 |
| TOTAL INSTALL | | | | | | | | | 85 | 2.6 |
| TOTAL COST (BP-1100) | | | | | | | | | 85 | 15.3 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|---|--------------|----|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | 1 | | | | 14 | 14 | 14 | | 14 | 14 | 14 | |
| Output | | | | | 1 | | | | 14 | 14 | 14 | | 14 | 14 | 14 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: HF DATA LINK (HFDL) MN-9715
Models of Aircraft Affected: C-17

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

FY02 new start. The current civil requirements for air traffic control are evolving to force a more data intensive procedure versus the direct controller to pilot voice interface we have today. The GATM Initiatives project provides the initial capability for flying in controlled airspace under these evolving requirements. This project provides the additional capability to transmit air traffic control data over an HF Data Link and to maintain control of navigation accuracy to within four (4) nautical miles of the aircraft's planned position. Modifications to existing HF radio equipment and software will be added to the C-17 to provide the additional data capability. Due to the high cost of dual SATCOM data link equipage, AMC has stated intention to use HF Data Link (HFDL) as a low-cost alternative to satellite data link if HFDL is approved for civil ATC. The ARC-190/CP2024A can be modified to accommodate HFDL. Adds a communications management unit (CMU). Impact if not funded: Restricted from optimum routes/altitudes/airspace.

Contractor not required to provide breakout between Group A & Group B kits to accomplish modification.

This modification being accomplished concurrently with Required Nav Performance (MN-9716), Software Block 14 (MN-9706) and Open Systems Communication Control Unit (MN-4660) This modification is required by International Civil Aviation Organizations and the Federal Aviation Administration. This GATM (Communication) requirement modification adds high frequency data link (HFDL) for automated ATC messaging. Mod number changed from _N4LTZ to 9715. Contracting as one effort with 9716, so costs split evenly between MN-9715 & MN-9716.

Increases in BP11 (FY02-FY05) as a result of PBD 604 (Jan 2001), inflation adjustments.

Project Plan Id#: AV/AFC-011

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 107, Reserve 0, ANG 0

Development Status

Scheduled completion 1/01.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | 7 | 0.5 | 30 | 2.3 | 37 | 2.3 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| GFE | | | | | | | 2.9 | | 1.8 | | | 4.4 |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-02 7 KITS | | | | | | | | | | | [7] | 0.4 |
| FY-03 30 KITS | | | | | | | | | | | [30] | 1.5 |
| FY-04 37 KITS | | | | | | | | | | | | |
| FY-05 33 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | | | | | 37 | 1.9 |
| TOTAL COST (BP-1100) | | | | | | | 7 | 3.4 | 30 | 4.1 | 37 | 8.5 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 33 | 2.2 | | | | | | | 107 | 7.2 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| GFE | | | | | | | | | | 9.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-02 7 KITS | | | | | | | | | [7] | 0.4 |
| FY-03 30 KITS | | | | | | | | | [30] | 1.5 |
| FY-04 37 KITS | [37] | 2.3 | | | | | | | [37] | 2.3 |
| FY-05 33 KITS | | | [33] | 1.7 | | | | | [33] | 1.7 |
| TOTAL INSTALL | 37 | 2.3 | 33 | 1.7 | | | | | 107 | 5.8 |
| TOTAL COST (BP-1100) | 33 | 4.4 | | 1.7 | | | | | 107 | 22.1 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 24 Months

Follow-On Lead Time: 9 Months

Milestones

| | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 12/01 | 12/02 | 12/03 | 12/04 | 12/05 |
| Delivery Date (Month/CY) | 12/03 | 09/03 | 09/04 | 09/05 | 09/06 |

Installation Schedule

| | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|----|--------------|---|---|---|--------------|---|---|---|--|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | |
| Quarters | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | 9 | 9 | 9 | 10 | 10 | 9 | 9 | 9 | 9 | 8 | 8 | 8 | |
| Output | | | | | | | | | 9 | 9 | 9 | 10 | 10 | 9 | 9 | 9 | 9 | 8 | 8 | 8 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: REQUIRED NAV PERFORMANCE RNP-4 MN-9716
Models of Aircraft Affected: C-17

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

FY02 new start. Aircraft must be capable of continous navigation performance without time limitations , DO-236 MASP compliant. Reference documents CAP, RTCA DO-236. The current civil requirements for air traffic control are evolving to force a more data intensive procedure versus the direct controller to pilot voice interface we have today. The GATM Initiatives project provides the initial capability for flying in controlled airspace under these evolving requirements. This project provides the additional capability to transmit air traffic control data over an HF data link. Modifications to existing HF radio equipment and software will be added to the C-17 to providethe additional data capability. Impact: Restricted from optimum routings. Includes GPS as Supplemental Navigation Source - Aircraft must be FAA TSO-C129a compliant/compatible. (Reference documents CAP, FAA AC 90-91A, NAS NRP 9 Sep 96 AF/XO, AF/AQ memo.) Impact: Noncompliance with TSO-C129a will restrict the C-17 from flying in oceanic airspace at optimum altitudes. Contractor not required to provide breakout between Group A & Group B kits to accomplish modification. This modification being accomplished concurrently with Required Nav Performance (MN-9716), Software Block 14 (MN-9706) and Open Systems Communication Control Unit (MN-4660)This modification is required by International Civil Aviation Organizations and the Federal Aviation Administration. This GATM (Navigation) requirement modification provides capability to navigate with an accuracy of +/-4 Nautical Miles from expected flight path with 95% assurance. Mod number changed from _NRI2U to 9716. Contracting as one effort with 9716, so costs split evenly between MN-9715 & MN-9716. Increases in BP11 (FY02-FY05) as a result of PBD 604 (Jan 2001), inflation adjustments.

Project Plan Id#: AV/AFC-011

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 107, Reserve 0, ANG 0

Development Status

Scheduled completion 1/01.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | 7 | 0.5 | 30 | 2.3 | 37 | 2.3 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| GFE | | | | | | | 2.9 | | 1.8 | | | 4.4 |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-02 7 KITS | | | | | | | | | | | [7] | 0.4 |
| FY-03 30 KITS | | | | | | | | | | | [30] | 1.5 |
| FY-04 37 KITS | | | | | | | | | | | | |
| FY-05 33 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | | | | | 37 | 1.9 |
| TOTAL COST (BP-1100) | | | | | | | 7 | 3.4 | 30 | 4.1 | 37 | 8.5 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 33 | 2.2 | | | | | | | 107 | 7.2 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| GFE | | | | | | | | | | 9.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-02 7 KITS | | | | | | | | | [7] | 0.4 |
| FY-03 30 KITS | | | | | | | | | [30] | 1.5 |
| FY-04 37 KITS | [37] | 2.3 | | | | | | | [37] | 2.3 |
| FY-05 33 KITS | | | [33] | 1.7 | | | | | [33] | 1.7 |
| TOTAL INSTALL | 37 | 2.3 | 33 | 1.7 | | | | | 107 | 5.8 |
| TOTAL COST (BP-1100) | 33 | 4.4 | | 1.7 | | | | | 107 | 22.1 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 24 Months

Follow-On Lead Time: 9 Months

Milestones

| | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 12/01 | 12/02 | 12/03 | 12/04 | 12/05 |
| Delivery Date (Month/CY) | 12/03 | 09/03 | 09/04 | 09/05 | 09/06 |

Installation Schedule

| | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|----|--------------|---|---|---|--------------|---|---|---|--|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | |
| Quarters | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | 9 | 9 | 9 | 10 | 10 | 9 | 9 | 9 | 9 | 8 | 8 | 8 | |
| Output | | | | | | | | | 9 | 9 | 9 | 10 | 10 | 9 | 9 | 9 | 9 | 8 | 8 | 8 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: AIRCREW DATA TRANSFER DEVICE MN-9717
 Models of Aircraft Affected: C-17

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Pentium upgrade for P-57 and prior due to obsolescence and supportability issues. Military unique portable computer. Includes embedded 1553 data card, multiple data transfer device capability, open architecture software, ruggedized and tested to meet Aircraft specifications. Formerly known as Loadmaster Portable Maintenance Aid. Mod number changed from _O2FXG to 9717. Mod complete.

Project Plan Id#: AV/FS-005

Aircraft Breakdown: Active 57, Reserve 0, ANG 0

Development Status

None, obsolescence upgrade.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 57 | 2.0 | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | 57 | 2.0 | | | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 57 | 2.0 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 57 | 2.0 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

Milestones

| | <u>FY-00</u> |
|--------------------------|--------------|
| Contract Date (Month/CY) | 03/00 |
| Delivery Date (Month/CY) | 09/00 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: ALTERNATE EEC POWER MN-9721
Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

This mod is designed to provide alternate/backup power to the Electronic Engine Control (EEC) to prevent engine shutdown in flight. This will provide 28VDC Aircraft Power through the Fuel Switch. Mod number changed from _QFP61 to 9721. When the current power source fails, the engine flames out; this is a single point failure that can place the aircraft and crew at increased risk.

Project Plan Id#: AV/FS-035

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Development complete 4/99.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 31 | 0.2 | 20 | 0.1 | 19 | 0.1 | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 31 KITS | | | | | [23] | 0.4 | [8] | 0.1 | | | | |
| FY-01 20 KITS | | | | | | | [18] | 0.3 | [2] | 0.0 | | |
| FY-02 19 KITS | | | | | | | | | [19] | 0.5 | | |
| TOTAL INSTALL | | | | | 23 | 0.4 | 26 | 0.4 | 21 | 0.5 | | |
| TOTAL COST (BP-1100) | | | 31 | 0.2 | 20 | 0.5 | 19 | 0.6 | | 0.5 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 70 | 0.5 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 31 KITS | | | | | | | | | [31] | 0.5 |
| FY-01 20 KITS | | | | | | | | | [20] | 0.4 |
| FY-02 19 KITS | | | | | | | | | [19] | 0.5 |
| TOTAL INSTALL | | | | | | | | | 70 | 1.3 |
| TOTAL COST (BP-1100) | | | | | | | | | 70 | 1.9 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | 5 | 9 | 9 | 2 | 8 | 8 | 8 | 2 | 8 | 8 | 3 | |
| Output | | | | | 5 | 9 | 9 | 2 | 8 | 8 | 8 | 2 | 8 | 8 | 3 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SLAT TRACK DOOR BRACKETS MN-9722
Models of Aircraft Affected: C-17

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Slat track and actuator doors have been the cause of numerous dropped object incidents. Approximately 17 doors have dropped since the C-17 became operational. The slat doors act as aerodynamic seals over the actuation mechanism and are prone to fatigue cracking during thrust reversals with the slats deployed. Higher strength doors have been designed and have been incorporated in production on P-33 and subsequent. This project funds the kits and labor required for retrofitting P-1 through P-32. This project is designed to prevent safety of flight, operational readiness, mission capability, and maintenance impacts to the C-17 fleet. This modification incorporates a redesigned bracket for the slat track door and actuator door assemblies, which replaces existing parts. This is necessary to prevent the slat track and actuator door assembled from depring the aircraft. The primary program impact of not funding this retrofit effort is a continuance of slat door dropped object incidents. Aircraft dropped objects pose a safety hazard to ground personnel and equipment and are undesirable politically to the Air Force. Even though the aircraft is mission capable without a slat door, the dropped object burden on AMC is unacceptable. The C-17 has been losing slat track doors at the rate of approximately 5 doors per year. At this rate, 32 aircraft would not receive new doors via attrition over the life of the airplane. Approval of this project will force retrofit the fleet to eliminate the problem. Mod number changed from _SHMQV to 9722.

Project Plan Id#: AV/FS-047

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 1 | 0.2 | 11 | 0.6 | 10 | 0.5 | 10 | 0.6 | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 1 KITS | | | | | [1] | 0.0 | | | | | | |
| FY-01 11 KITS | | | | | | | [11] | 0.3 | | | | |
| FY-02 10 KITS | | | | | | | | | [10] | 0.3 | | |
| FY-03 10 KITS | | | | | | | | | | | [10] | 0.3 |
| TOTAL INSTALL | | | | | 1 | 0.0 | 11 | 0.3 | 10 | 0.3 | 10 | 0.3 |
| TOTAL COST (BP-1100) | | | 1 | 0.2 | 11 | 0.6 | 10 | 0.8 | 10 | 0.9 | | 0.3 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 32 | 1.9 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 1 KITS | | | | | | | | | [1] | 0.0 |
| FY-01 11 KITS | | | | | | | | | [11] | 0.3 |
| FY-02 10 KITS | | | | | | | | | [10] | 0.3 |
| FY-03 10 KITS | | | | | | | | | [10] | 0.3 |
| TOTAL INSTALL | | | | | | | | | 32 | 0.9 |
| TOTAL COST (BP-1100) | | | | | | | | | 32 | 2.8 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/00 | 06/01 | 12/01 | 12/02 | |
| Delivery Date (Month/CY) | 06/01 | 03/02 | 09/02 | 09/03 | |

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | 1 | | | | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 2 |
| Output | | | | | 1 | | | | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 2 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: FIXED LEADING EDGE FORMER CRACKS MN-9723

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

High stress at the end attachment of the FLE Former causes prying of the backup washer, ultimately cracking the Former. Redesign of the normal Former, the canted Formers, and first stringers were performed to prevent cracking in future production aircraft. Modification of fielded aircraft is required before reaching 6000 flight hours. This modification consists of replacing cracked FLE Formers with new parts. During GRIP modifications, cracks were discovered in formers of the fixed leading edge portion of the wing. Six aircraft have been found with cracked formers, at an average of four cracked formers per aircraft. The formers are structural members designed to maintain the aerodynamic shape of the leading edge. A production fix for the formers was incorporated on P-58 and subsequent. This project funds the kits and labor required to retrofit P-1 through P-57. The primary program impacts of not funding this retrofit effort are increased maintenance costs and reduced aircraft availability. Significant repairs of the leading edge will be necessary to ensure structural integrity if widespread cracking of the formers is allowed to occur. These repairs will drive unscheduled maintenance and increased down-time for AMC. Additionally, a large number of safety of flight systems are routed through the leading edge and may be impacted by widespread former cracking. Mod number changed from _SXSHX to 9723.

Project Plan Id#: AV/FS-046

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 57, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 1 | 0.4 | 10 | 0.5 | 20 | 0.9 | 26 | 1.5 | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | 3.6 | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 1 KITS | | | | | [1] | 0.2 | | | | | | |
| FY-01 10 KITS | | | | | | | [10] | 1.6 | | | | |
| FY-02 20 KITS | | | | | | | | | [20] | 3.4 | | |
| FY-03 26 KITS | | | | | | | | | | | [26] | 4.0 |
| TOTAL INSTALL | | | | | 1 | 0.2 | 10 | 1.6 | 20 | 3.4 | 26 | 4.0 |
| TOTAL COST (BP-1100) | | | 1 | 0.4 | 10 | 0.6 | 20 | 2.5 | 26 | 8.5 | | 4.0 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 57 | 3.3 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 3.6 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 1 KITS | | | | | | | | | [1] | 0.2 |
| FY-01 10 KITS | | | | | | | | | [10] | 1.6 |
| FY-02 20 KITS | | | | | | | | | [20] | 3.4 |
| FY-03 26 KITS | | | | | | | | | [26] | 4.0 |
| TOTAL INSTALL | | | | | | | | | 57 | 9.1 |
| TOTAL COST (BP-1100) | | | | | | | | | 57 | 16.0 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/00 | 06/01 | 12/01 | 12/02 | |
| Delivery Date (Month/CY) | 06/01 | 03/02 | 09/02 | 09/03 | |

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | 1 | | | | 2 | 2 | 2 | 4 | 5 | 5 | 5 | 5 | 6 | 7 | 7 | 6 |
| Output | | | | | 1 | | | | 2 | 2 | 2 | 4 | 5 | 5 | 5 | 5 | 6 | 7 | 7 | 6 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: SOFTWARE BLOCK 10 UPGRADE MN-9725
 Models of Aircraft Affected: C-17

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Upgrade fielded aircraft with Block 10 software, including upgrade of spares. Will include Product Improvement Change Requests (PICRs) for Engine Out Compensation System wet runway takeoff performance; Semi-prepared and matted runway performance; Worldwide navigation capability; Manifold Failure Detection Controller fault erase capability; Environmental Control System controller Built In Test; Maintenance improvements. Done concurrently with Electronic Flight Control System (MN 9705) and Global Positioning System Integrity Monitoring (MN 6201). Mod changed from _WAPJ4 to 9725.

Project Plan Id#: AV/AVI-004

Aircraft Breakdown: Active 48, Reserve 0, ANG 0

Development Status

Development complete 1/99.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| SOFTWARE | [1] | 0.2 | [24] | 1.2 | [23] | 1.5 | | | | | | |
| SPARES | | 0.1 | | 1.2 | | 0.7 | | | | | | |
| TOTAL COST (BP-1100) | | 0.4 | | 2.4 | | 2.2 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| SOFTWARE | | | | | | | | | [48] | 3.0 |
| SPARES | | | | | | | | | | 2.0 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 5.0 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 0 Months

Milestones

| | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 12/98 | 12/99 | 06/01 |
| Delivery Date (Month/CY) | 09/99 | 12/99 | 06/01 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P

Modification Title and No: COMBUSTION EXIT TEMPERATURE KIT - D01 TO D03 UPGR MN-9726

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F Team MOBIL

Description/Justification

Upgrade of F117 engines from DO1 configuration to DO3 configuration. This mod reduces dirt ingestion by 30% (lowering FOD and internal erosion), and extends time on wing (from 2,400 to 4,800+ cycles), and reduces unexpected shop visit rate. Each kit provides \$0.25M annual O&S savings - total kit/install payback in 5 years. Mod number changed from _WOLUW to 9726.

FY02 (\$8.7M) and FY03 (\$.26M) installation dollars removed in accordance with PBD 724. FY01 & FY02 Installations will still occur as scheduled as outlined in Flexible Sustainment Contract; the vendor has agreed to install these kits at no cost.

Project Plan Id#: ENG-005

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 100, Reserve 0, ANG 0

Development Status

Commercial development is complete, no unique USAF requirement.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 18 | 18.0 | 25 | 25.3 | 33 | 35.7 | 24 | 26.1 | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-99 18 KITS | | | [18] | 4.7 | | | | | | | | |
| FY-00 25 KITS | | | | | [15] | | [10] | | | | | |
| FY-01 33 KITS | | | | | | | [33] | | | | | |
| FY-02 24 KITS | | | | | | | | | [24] | 6.1 | | |
| TOTAL INSTALL | | | 18 | 4.7 | 15 | | 43 | | 24 | 6.1 | | |
| TOTAL COST (BP-1100) | 18 | 18.0 | 25 | 30.0 | 33 | 35.7 | 24 | 26.1 | | 6.1 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 100 | 105.0 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-99 18 KITS | | | | | | | | | [18] | 4.7 |
| FY-00 25 KITS | | | | | | | | | [25] | |
| FY-01 33 KITS | | | | | | | | | [33] | |
| FY-02 24 KITS | | | | | | | | | [24] | 6.1 |
| TOTAL INSTALL | | | | | | | | | 100 | 10.8 |
| TOTAL COST (BP-1100) | | | | | | | | | 100 | 115.9 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | 6 | 6 | 6 | | 7 | 8 | 3 | | 10 | 10 | 10 | | 6 | 6 | 6 | | 6 | 4 | 2 | 2 |
| Output | | | | | 6 | 6 | 6 | | 7 | 8 | 3 | | 10 | 10 | 10 | | 6 | 6 | 6 | | 6 | 4 | 2 | 2 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: CABIN PRESSURIZATION/EGRESS MN-9728
 Models of Aircraft Affected: C-17

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This modification reflects Phase I production incorporation changes which modify the cabin pressure control system, flight deck gauges/controls, and improves the placards/indicators. Mod number changed from _ZPT8R to 9728.

Project Plan Id#: AV/FS-036A

Aircraft Breakdown: Active 48, Reserve 0, ANG 0

Development Status

Design complete 1/99.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 25 | 0.9 | 23 | 0.5 | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-99 25 KITS | [1] | 0.1 | [24] | 0.4 | | | | | | | | |
| FY-00 23 KITS | | | | | [23] | 0.4 | | | | | | |
| TOTAL INSTALL | 1 | 0.1 | 24 | 0.4 | 23 | 0.4 | | | | | | |
| TOTAL COST (BP-1100) | 25 | 1.0 | 23 | 0.9 | | 0.4 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 48 | 1.4 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-99 25 KITS | | | | | | | | | [25] | 0.5 |
| FY-00 23 KITS | | | | | | | | | [23] | 0.4 |
| TOTAL INSTALL | | | | | | | | | 48 | 0.9 |
| TOTAL COST (BP-1100) | | | | | | | | | 48 | 2.3 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 6 Months

Milestones

| | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 08/99 | 02/00 | |
| Delivery Date (Month/CY) | 11/99 | 08/00 | |

Installation Schedule

| | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | |
| Input | | | | | 1 | 8 | 8 | 8 | 8 | 8 | 7 | |
| Output | | | | | 1 | 8 | 8 | 8 | 8 | 8 | 7 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: MTS JACKSON ANG MN-9736
 Models of Aircraft Affected:

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The requirement analysis and production effort to provide maintenance training capability for the ANG at Jackson, MS. The program will include the production of three maintenance trainers; Aircraft Maintenance System Trainer, Training Evaluation Performance Aircraft Training Set, and Aircraft Engine Trainer with borescope capability. Effort will take into account modifications made to existing suites of trainers, and include the requirement analysis and concurrency mod planning to upgrade the training devices to the future aircraft configurations and contractor logistics support.

Total Program Cost is \$14.5M (\$3.5M reflected below; \$11.0M shown in APPN 3002)

Project Plan Id#: TS-010

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | [1] | 3.5 | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | 3.5 | | | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [1] | 3.5 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 3.5 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-00

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

The 12 Feb 97 White House Commission on Aviation Safety and Security final report states, 'EGPWS should be installed on all commercial and military passenger aircraft.' Mandated by AF/XO. The current C-17 does not have a Terrain Awareness and Warning System (TAWS) to provide terrain map and alerts for situational awareness during a Controlled-Flight-Into-Terrain (CFIT). This system is required by the FAA and is becoming standard equipment on commercial aircraft. The system uses a self-contained terrain database and the existing C-17 navigation system provides alerts/display for avoiding CFIT incidents/accidents. The Air Force requested installation of a fourth generation Terrain Awareness and Warning System (TAWS) in the C-17 aircraft to enhance navigation safety. A fourth generation TAWS includes the following capabilities:

- a. Basic Ground Proximity Warning System (GPWS) (Modes 1 through 5)
- b. Altitude alerts and bank angle limits (Mode 6)
- c. Reactive Windshear (Mode 7)
- d. Predictive terrain warnings and situational display

In addition, the TAWS for the C-17 is required to operate in all flight phases (including low level flight down to 300 feet above ground level) with an on-board, worldwide terrain database including obstacles. This assiditional capability will be referred to as worldwide tactical TAWS capability for combat delivery aircraft. Currently, the C-17 has basic GPWS (modes 1 through 5) capability equivalent to second generation, altitude call-out subset, and bank angle limit display. Impact: Absence of this capability results in decreased pilot situational awareness. Contractor not required to provide breakout between Group A & Group B kits to accomplish modification. This GATM Navigation safety mod will satisfy ground proximity warning system requirements.

Project Plan Id#: AV/AFC-006

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 85, Reserve 0, ANG 0

Development Status

Design to complete 4/00.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 1 | 1.1 | 42 | 10.1 | 42 | 11.5 | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | 1.6 | | 1.5 | | 4.8 | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 1 KITS | | | | | | | [1] | 0.1 | | | | |
| FY-02 42 KITS | | | | | | | | | [42] | 5.1 | | |
| FY-03 42 KITS | | | | | | | | | | | [42] | 5.1 |
| TOTAL INSTALL | | | | | | | 1 | 0.1 | 42 | 5.1 | 42 | 5.1 |
| TOTAL COST (BP-1100) | | | | | 1 | 2.7 | 42 | 11.7 | 42 | 21.4 | | 5.1 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 85 | 22.7 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 7.9 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 1 KITS | | | | | | | | | [1] | 0.1 |
| FY-02 42 KITS | | | | | | | | | [42] | 5.1 |
| FY-03 42 KITS | | | | | | | | | [42] | 5.1 |
| TOTAL INSTALL | | | | | | | | | 85 | 10.3 |
| TOTAL COST (BP-1100) | | | | | | | | | 85 | 41.0 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 10 Months

Milestones

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

Installation Schedule

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | |
| Input | | | | | | 1 | | | 10 | 10 | 11 | 11 | 11 | 11 | 10 | 10 |
| Output | | | | | | 1 | | | 10 | 10 | 11 | 11 | 11 | 11 | 10 | 10 |

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| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|---------|---------|---------|-----------------------------|---------|---------|-------------------|---------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-21 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$9.802 | \$1.866 | \$2.675 | \$2.602 | \$1.471 | \$1.538 | \$4.147 | \$4.279 |

This line item funds modifications to the C-21 aircraft, commercial equivalent Lear Jet 35. The C-21 aircraft is a twin-turbofan engine aircraft used for cargo and passenger airlift over medium ranges (2,000 miles). The primary modification in FY02 is budgeted to fund service bulletins necessary for FAA certification and to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|-------------------------|--------|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| P | 3149T | TRAFFIC ALERT & COL | 2.6 | 0.4 | | | | | | | | 24.3 |
| | 3149TC | TCAS CHANGE 7 UPGR | | 0.3 | 0.2 | | | | | | | 0.5 |
| | 9701 | MAGNASTAR C-2000 DI | 0.1 | | | | | | | | | 2.4 |
| | 99999S | SERVICE BULLETINS | 1.9 | 0.9 | 2.3 | 2.4 | 1.3 | 1.4 | 4.0 | 4.1 | | 21.5 |
| | 99999X | LOW COST MODIFICAT | | | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | | 1.1 |
| | TAWS | TERRAIN AWARENESS | 3.2 | 0.2 | | | | | | | | 18.1 |
| | Z88888 | REPROGRAMMINGS | 2.0 | 0.1 | | | | | | | | 13.2 |
| TOTAL FOR CLASS P | | | 9.8 | 1.9 | 2.7 | 2.6 | 1.5 | 1.5 | 4.1 | 4.3 | 0.0 | 81.1 |
| TOTAL FOR AIRCRAFT C-21 | | | 9.8 | 1.9 | 2.7 | 2.6 | 1.5 | 1.5 | 4.1 | 4.3 | 0.0 | 81.1 |

Totals may not add due to rounding.

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM MN-3149T

Models of Aircraft Affected: C-21A

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-21 Class P
PE 0401314F Team MOBIL

Description/Justification

The navigation and safety upgrade program combines the C-21A Nav/Safety upgrades on Air Force aircraft designated for Distinguished Visitor (DV) passenger missions. The Traffic Alert and Collision Avoidance System (TCAS) will provide a visual and aural warning for conflicting air traffic and provides visual display for corrective action. The modification is IAW SECDEF 26 Apr 96 letter requiring navigation and safety upgrades for the 89th Airlift Wing, DV, and Operational Support Airlift (OSA) aircraft. This mod was previously funded in P3 3149T, later moved to 9709C-GATM/New Generation Cockpit and now is being shown as 3149T P3. In FY98, TCAS II Ver 6.04 was prototyped and kitproofed on two aircraft. These will be updated to TCAS Ver 7 in the TCAS modification line therefore total inputs/outputs will reflect 80 instead of the 78 a/c totally being modified. B kit assets were provided to the AFFSA engineering prototype in FY00 and the 'A' kit is provided as part of the engineering modification. Second prototype/verification started 9/13/99, production installation to start 10/02/00, production installation to complete 6/30/02. Identify Friend/Foe (IFF) upgrade for the TCAS mod (APX-100 Change 7) is not projected to be available till late FY01. Per SAF/FMB, this was broken out in a separate P3 (3149TC) with funding moved from this P-3 (3149T) to effect Change 7 to the APX-100. This was done to facilitate management tracking. TCAS modification ties in with the Terrain Awareness and Warning System modification which will be installed concurrently. (FY00 kit is a prototype for the C-21NG and installation cost is included in Equip nonrecurring.) Due to program slips, FY99 install dollars are being used to install kits purchased in FY98 which are being installed in FY00 & FY01. FY99 and FY00 install dollars are being used to install kits purchased in FY99 which are being installed in FY01 and FY02.

Aircraft Breakdown: Active 76, Reserve 0, ANG 2

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | [75] | 2.3 | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 75 | 11.7 | | | | | | | | | | |
| EQUIP | 4 | 1.8 | 1 | 0.3 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.0 | | 0.0 | | 0.0 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AF W/H | | 0.5 | | | | | | | | | | |
| TRAINING | | 0.1 | | 0.1 | | | | | | | | |
| OGC | | 0.0 | | 0.1 | | 0.3 | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-97 3 KITS | [3] | | | | | | | | | | | |
| FY-98 19 KITS | | 1.6 | [1] | 0.2 | [18] | | | | | | | |
| FY-99 57 KITS | | 3.4 | | 2.0 | [22] | | [35] | | | | | |
| FY-00 1 KITS | | | [1] | | | | | | | | | |
| TOTAL INSTALL | 3 | 5.0 | 2 | 2.2 | 40 | | 35 | | | | | |
| TOTAL COST (BP-1100) | 79 | 21.3 | 1 | 2.6 | | 0.4 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | [75] | 2.3 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 75 | 11.7 |
| EQUIP NONREC | | | | | | | | | 5 | 2.0 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.0 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AF W/H | | | | | | | | | | 0.5 |
| TRAINING | | | | | | | | | | 0.1 |
| OGC | | | | | | | | | | 0.4 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-97 3 KITS | | | | | | | | | [3] | |
| FY-98 19 KITS | | | | | | | | | [19] | 1.8 |
| FY-99 57 KITS | | | | | | | | | [57] | 5.4 |
| FY-00 1 KITS | | | | | | | | | [1] | |
| TOTAL INSTALL | | | | | | | | | 80 | 7.2 |
| TOTAL COST (BP-1100) | | | | | | | | | 80 | 24.3 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 1 Month

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

| | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|----|----|--------------|----|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | 2 | | | | 1 | | | | 1 | | 1 | 9 | 3 | 14 | 14 | 15 | 14 | 6 | |
| Output | | | | | | 2 | | | | | | | | 1 | 1 | 1 | 9 | 1 | 12 | 15 | 14 | 14 | 10 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S
Models of Aircraft Affected: C-21

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-21 Class P
PE 0401314F Team MOBIL

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

Description/Justification

C-21 is an FAA certified aircraft. These service bulletins affect safety, product improvement, maintenance, and reliability. FY 02 through FY 05 reflect 12,000 hr depot (phase 16) inspection and engine life extensions that will require associated service actions to be performed at time of depot induction. Service bulletins are issued to correct FAA identified deficiencies. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | 3.3 | | 1.9 | | 0.9 | | 2.3 | | 2.4 | | 1.3 |
| TOTAL COST (BP-1100) | | 3.3 | | 1.9 | | 0.9 | | 2.3 | | 2.4 | | 1.3 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | 1.4 | | 4.0 | | 4.1 | | | | 21.5 |
| TOTAL COST (BP-1100) | | 1.4 | | 4.0 | | 4.1 | | | | 21.5 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

Installation Schedule

FY-93

Quarters 1 2 3 4

Input

Output

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-21 Class P

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Models of Aircraft Affected: C-21A

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

PE 0401314F Team MOBIL

Description/Justification

This Nav/Safety mod installs the Terrain Awareness 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 Global Positioning System (GPS) data with a terrain database. This modification is IAW SECDEF 26 Apr 96 letter requiring navigation and safety upgrades for the 89th Airlift Wing, Distinguished Visitor (DV) and Operational Support Airlift (OSA) aircraft. This modification ties in with P3 TCAS II 3149T that will be installed concurrently to save depot input time. This mod was previously approved and funded as a part of 9709C-GATM/New Generation Cockpit and is now being broken out separately. Prototype contract date 7/30/99, Prototype 9/15/99, Installation Start 10/2/00, Installation complete 2/28/02. Group A kits do not match Group B kits as one group A kit is incorporated into the AFFSA prototype non-recurring engineering task. The Government furnished the Group B kit for this engineering effort. Due to program slips, FY99 & FY00 dollars are being used to install kits in FY99 thru FY02.

Aircraft Breakdown: Active 76, Reserve 0, ANG 2

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | [75] | 6.9 | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 76 | 4.1 | | | | | | | | | | |
| EQUIP | 2 | 0.4 | | 0.2 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TRAINING | | | | 0.1 | | | | | | | | |
| BTR | | | | | | | | | | | | |
| TESTING | | | | | | | | | | | | |
| OGC | | | | 0.0 | | 0.2 | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-99 78 KITS | [1] | 3.4 | [2] | 2.9 | [53] | | [22] | | | | | |
| TOTAL INSTALL | 1 | 3.4 | 2 | 2.9 | 53 | | 22 | | | | | |
| TOTAL COST (BP-1100) | 78 | 14.8 | | 3.2 | | 0.2 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | [75] | 6.9 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 76 | 4.1 |
| EQUIP NONREC | | | | | | | | | 2 | 0.6 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TRAINING | | | | | | | | | | 0.1 |
| BTR | | | | | | | | | | |
| TESTING | | | | | | | | | | |
| OGC | | | | | | | | | | 0.2 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-99 78 KITS | | | | | | | | | [78] | 6.2 |
| TOTAL INSTALL | | | | | | | | | 78 | 6.2 |
| TOTAL COST (BP-1100) | | | | | | | | | 78 | 18.1 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 2 Months

Follow-On Lead Time: 2 Months

Milestones

| | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 07/99 | 09/00 | 10/00 | |
| Delivery Date (Month/CY) | 09/99 | 11/00 | 12/00 | |

Installation Schedule

| | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | |
| Input | | | | 1 | | 1 | | 1 | 11 | 12 | 15 | 15 | 15 | 7 | | |
| Output | | | | | 1 | 1 | 1 | 9 | 13 | 15 | 15 | 15 | 8 | | | |

| | | | | | | | | |
|--|---------|---------|---------|------------------------------------|---------|---------|--------------------------|---------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-22 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$0.165 | \$0.000 | \$0.000 | \$0.000 | \$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 C-22 modifications is to fund service bulletins necessary for FAA certification while improving flight safety, reliability, and maintainability. There are no modifications budgeted for FY02.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P | 99999S | SERVICE BULLETINS | 0.2 | | | | | | | | | 1.6 |
| | Z88888 | REPROGRAMMINGS | 0.1 | | | | | | | | | 0.1 |
| TOTAL FOR CLASS P | | | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 |
| TOTAL FOR AIRCRAFT C-22 | | | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 |

Totals may not add due to rounding.

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| | P-1 SHOPP LIST ITEM NO. 39 | PAGE NO. 1 | |
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|--|---------|---------|----------|------------------------------------|---------|---------|--------------------------|---------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-32 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$0.736 | \$5.517 | \$40.393 | \$27.100 | \$0.000 | \$0.000 | \$0.000 | \$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 primary modification budgeted in FY02 is the Communications Upgrade. The overall goal is to improve flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P | 9606 | COMMUNICATIONS UP | | 15.0 | 38.0 | 15.0 | | | | | | 68.0 |
| | 99999G | SERVICE BULLETIN - G | | 0.1 | 2.0 | 11.7 | | | | | | 13.7 |
| | 99999S | SERVICE BULLETINS | 0.4 | 0.1 | 0.3 | 0.3 | | | | | | 1.2 |
| | 99999X | LOW COST MODIFICAT | 0.3 | 0.1 | 0.1 | 0.1 | | | | | | 0.6 |
| | Z88888 | REPROGRAMMINGS | 0.1 | -9.72 | | | | | | | | -9.6 |
| TOTAL FOR CLASS P | | | 0.8 | 5.58 | 40.4 | 27.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 73.9 |
| TOTAL FOR AIRCRAFT C-32 | | | 0.8 | 5.58 | 40.4 | 27.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 73.9 |

Totals may not add due to rounding.

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: COMMUNICATIONS UPDATE MN-9606
Models of Aircraft Affected: C-32A

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-32 Class P
PE 0401314F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The communication upgrade consists of the non-recurring engineering and installation of kits to upgrade the passenger communications system on four C-32A aircraft. Modification kits will provide the aircraft interfaces necessary to accommodate communications and data transmission and distribution equipment supplied and installed through a comm/data service contract. Capability provided through the service contract includes a digital communications management system to integrate clear and secure voice, data and facsimile for distribution to the DV and conference areas and a communications system operator (CSO) station. Contractor-supplied equipment will be upgraded, under the service agreement, as technology advances, avoiding obsolescence and periodic reinvestment costs. The service contract will be financed through Operations and Maintenance appropriations. A preplanned enhancement in FY02 supports providing a fully integrated communication management capability as well as supporting wideband data transfer rates, and an on-board data distribution system (local area network), and direct broadcast service. This enhancement will also enable the CSO to manage all secure and non-secure voice, data, and facsimile (transmit and receive) within the aircraft. A dual position CSO crew station will also be installed. \$5.0M in FY01 funds was programmed to install Global Air Traffic Management (GATM) Service Bulletins. These manufacturer GATM Service Bulletins were not available for installation in FY01 so the \$5.0M was transferred to the communications system upgrade to provide the \$15.0M necessary to execute in FY01. The GATM Service Bulletins will be reprogrammed to meet the later requirement. Installation cost for all four kits is included in the Install Kit cost. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 1 | 7.0 | 2 | 12.0 | 1 | 6.0 | | |
| KITS NONRECUR EQUIPMENT | | | | | | 8.0 | | | | | | |
| EQUIP NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | 26.0 | | 9.0 | | |
| DATA SIM/TRAINER SUPPORT-EQUIP OGC | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 1 KITS | | | | | | | [1] | | | | | |
| FY-02 2 KITS | | | | | | | | | [1] | | | [1] |
| FY-03 1 KITS | | | | | | | | | | | | [1] |
| TOTAL INSTALL | | | | | | | 1 | | 1 | | | 2 |
| TOTAL COST (BP-1100) | | | | | 1 | 15.0 | 2 | 38.0 | 1 | 15.0 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 4 | 25.0 |
| KITS NONRECUR | | | | | | | | | | 8.0 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 35.0 |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 1 KITS | | | | | | | | | [1] | |
| FY-02 2 KITS | | | | | | | | | [2] | |
| FY-03 1 KITS | | | | | | | | | [1] | |
| TOTAL INSTALL | | | | | | | | | 4 | |
| TOTAL COST (BP-1100) | | | | | | | | | 4 | 68.0 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | 1 | | | | | | | | 1 | | | | | | | | |
| Output | | | | | | | | | | | | 1 | | | | | | | | 1 | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SERVICE BULLETIN - GATM MN-99999G
Models of Aircraft Affected: C-32A

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-32 Class P
PE 0401314F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Funding for this modification was transferred from GATM MN-9709 per SAF/FMB direction for clarification (This is not a new start). The GATM service bulletins, when published by Boeing, will add the communications management unit, high frequency data link, microwave landing system and precision landing system. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| SERVICE BLTN | | | | | | 0.0 | | 2.0 | | 11.7 | | |
| TOTAL COST (BP-1100) | | | | | | 0.0 | | 2.0 | | 11.7 | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| SERVICE BLTN | | | | | | | | | | 13.7 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 13.7 |

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-01

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S
Models of Aircraft Affected: C-32A

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-32 Class P
PE 0401314F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The C-32A is an FAA certified aircraft. These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to correct FAA identified deficiencies. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INITIAL SPARES | | | | | | | | | | | | |
| (EXEMPT) | | | | | | | | | | | | |
| SERVICE BLTN | | | | 0.4 | | 0.1 | | 0.3 | | 0.3 | | |
| TOTAL COST (BP-1100) | | | | 0.4 | | 0.1 | | 0.3 | | 0.3 | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INITIAL SPARES | | | | | | | | | | |
| (EXEMPT) | | | | | | | | | | |
| SERVICE BLTN | | | | | | | | | | 1.2 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 1.2 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-00

Contract Date (Month/CY)

Delivery Date (Month/CY)

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|--|---------|---------|---------|------------------------------------|---------|---------|--------------------------|---------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-37 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$0.362 | \$0.372 | \$0.379 | \$0.379 | \$0.383 | \$0.383 | \$0.404 | \$0.417 |

This line item funds modifications to the C-37, commercial equivalent Gulfstream 5. The C-37 is a long-range jet transport designed to carry VIPSAM passengers. The overall goal of modifications budgeted in FY02 is to fund low cost modifications that will improve flight safety, reliability, and maintainability.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P | 99999S | SERVICE BULLETINS | | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | | 2.1 |
| | 99999X | LOW COST MODIFICAT | 0.4 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 1.0 |
| | Z88888 | REPROGRAMMINGS | 0.1 | 0.1 | | | | | | | | 0.1 |
| TOTAL FOR CLASS P | | | 0.5 | 0.5 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.0 | 3.2 |
| TOTAL FOR AIRCRAFT C-37 | | | 0.5 | 0.5 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.0 | 3.2 |

Totals may not add due to rounding.

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| | P-1 SHOPP LIST ITEM NO. 41 | PAGE NO. 1 | |
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|--|----------|---------|---------|-------------------------------------|---------|---------|--------------------------|---------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-141 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$10.464 | \$0.730 | \$0.825 | \$0.808 | \$0.832 | \$0.851 | \$0.505 | \$0.000 |

This line item funds modifications to the C-141 aircraft. The four engine C-141 delivers cargo and troops between strategic theaters of operation. It can carry up to 150 combat troops, 103 litter patients, or 13 standard 463-L pallets. The overall goal of the modifications budgeted in FY02 is to enhance flight safety while improving reliability and maintainability. The specific modifications budgeted and programmed are below.

Note that the FY03- FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P-S | 99999A | LOW COST SAFETY M | | 0.5 | 0.7 | 0.7 | 0.7 | 0.8 | 0.4 | | | 6.2 |
| TOTAL FOR CLASS P-S | | | 0.0 | 0.5 | 0.7 | 0.7 | 0.7 | 0.8 | 0.4 | 0.0 | 0.0 | 6.2 |
| P | 13627B | AUTOPILOT/COCKPIT | 1.2 | 0.1 | | | | | | | | 170.2 |
| | 3149TT | TRAFFIC ALERT & COL | 7.3 | 0.1 | | | | | | | | 43.5 |
| | 3150 | NAVSTAR GLOBAL PO | | 0.1 | | | | | | | | 68.8 |
| | 99999X | LOW COST MODIFICAT | | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | | 3.4 |
| | DC101 | FM IMMUNITY | 0.7 | | | | | | | | | 0.7 |
| | Z88888 | REPROGRAMMINGS | 1.2 | 0.1 | | | | | | | | 2.4 |
| TOTAL FOR CLASS P | | | 10.5 | 0.5 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 289.1 |
| TOTAL FOR AIRCRAFT C-141 | | | 10.5 | 1.0 | 0.8 | 0.8 | 0.8 | 0.9 | 0.5 | 0.0 | 0.0 | 295.3 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 42 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: AUTOPILOT/COCKPIT UPGRADE MN-13627B
Models of Aircraft Affected: C-141B

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-141 Class P
PE 0401118F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

The All Weather Landing System (AWLS) as installed in the C-141 aircraft is of the mid-1960's technology. Replacement of the AWLS system including the autopilot system is deemed necessary because of non-supportability. Continual repair & overhaul of AWLS components (LRUs) in the field and at the depot Technical Repair Center (TRC) has resulted in difficulty in finding replacement LRU sub-parts to support the present AWLS. This 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 modification is being installed under the Mod Block Concept where all mods are installed while the aircraft is down. Mod 3455, 3150, 13652 and 13627 were initially budgeted for the installation to be accomplished separately. Under the Mod Block Concept, all four mods will be installed at the same time requiring the aircraft to be down only once. Because of this method of installation, the installation year and the quantities may not match. 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-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 62 | 8.0 | | | | | | | | | | |
| KITS NONRECUR | 1 | 3.6 | | | | | | | | | | |
| EQUIPMENT | [62] | 52.0 | | | | | | | | | | |
| EQUIP | [1] | 4.6 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 2.4 | | | | | | | | | | |
| DATA | | 10.1 | | | | | | | | | | |
| SIM/TRAINER | [7] | 13.6 | [7] | 1.2 | | | | | | | | |
| SUPPORT-EQUIP | | 4.6 | | | | | | | | | | |
| FLT LINE LOADER | | 5.1 | | | | | | | | | | |
| CONT LIABILITY | | 15.7 | | | | | | | | | | |
| SOFTWARE | | 17.2 | | | | | | | | | | |
| FLIGHT TEST | | 1.0 | | | | 0.0 | | | | | | |
| OGC | | 4.1 | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-92 1 KITS | [1] | | | | | | | | | | | |
| FY-94 1 KITS | [1] | 0.7 | | | | | | | | | | |
| FY-96 40 KITS | [40] | 17.7 | | | | | | | | | | |
| FY-97 21 KITS | [21] | 8.6 | | | | | | | | | | |
| TOTAL INSTALL | 63 | 27.0 | | | | | | | | | | |
| TOTAL COST (BP-1100) | 63 | 169.0 | | 1.2 | | 0.0 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| 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 | | | | | | | | | [14] | 14.8 |
| SUPPORT-EQUIP | | | | | | | | | | 4.6 |
| FLT LINE LOADER | | | | | | | | | | 5.1 |
| CONT LIABILITY | | | | | | | | | | 15.7 |
| SOFTWARE | | | | | | | | | | 17.2 |
| FLIGHT TEST | | | | | | | | | | 1.0 |
| OGC | | | | | | | | | | 4.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-92 1 KITS | | | | | | | | | [1] | |
| FY-94 1 KITS | | | | | | | | | [1] | 0.7 |
| FY-96 40 KITS | | | | | | | | | [40] | 17.7 |
| FY-97 21 KITS | | | | | | | | | [21] | 8.6 |
| TOTAL INSTALL | | | | | | | | | 63 | 27.0 |
| TOTAL COST (BP-1100) | | | | | | | | | 63 | 170.2 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|----|--------------|---|---|---|---|--|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 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 | 7 | 4 | 6 | |
| Output | | | | | | | | | | | | | | | | | 2 | | | | | | | | 4 | 7 | 5 | 11 | 7 | 3 | 6 | | | |

Installation Schedule Continued

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | 1 | | | | | |
| Output | 6 | 6 | 2 | 1 | 3 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM/TAWS MN-3149TT

Models of Aircraft Affected: C141B, C

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-141 Class P
PE 0401118F Team MOBIL

Description/Justification

This navigation 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 19 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.

The difference in the Total and Total Funded is the result of an Air Force decision to reduce the number of B Models that will be modified with TCAS. The kits had already been procured when the decision was made.

Aircraft Breakdown: Active 19, Reserve 45, ANG 18

Development Status

Complete

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 78 | 4.3 | 14 | 0.7 | | | | | | | | |
| KITS NONRECUR | 2 | 3.6 | | | | | | | | | | |
| EQUIPMENT | [78] | 15.8 | [14] | 1.8 | | | | | | | | |
| EQUIP | [2] | 0.5 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.9 | | | | | | | | | | |
| DATA | | 1.9 | | | | | | | | | | |
| SIM/TRAINER | [8] | 6.1 | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.4 | | | | | | | | | | |
| FLIGHT TEST | | 0.3 | | | | 0.0 | | | | | | |
| OGC | | 0.8 | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 25 KITS | [23] | 1.7 | [2] | 0.1 | | | | | | | | |
| FY-99 55 KITS | | | [50] | 3.7 | | | | | | | | |
| FY-00 14 KITS | | | [7] | 1.0 | | | | | | | | |
| TOTAL INSTALL | 23 | 1.7 | 59 | 4.8 | | | | | | | | |
| TOTAL COST (BP-1100) | 80 | 36.2 | 14 | 7.3 | | 0.0 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 92 | 5.0 |
| KITS NONRECUR | | | | | | | | | 2 | 3.6 |
| EQUIPMENT | | | | | | | | | [92] | 17.6 |
| EQUIP NONREC | | | | | | | | | [2] | 0.5 |
| CHANGE ORDERS | | | | | | | | | | 0.9 |
| DATA | | | | | | | | | | 1.9 |
| SIM/TRAINER | | | | | | | | | [8] | 6.1 |
| SUPPORT-EQUIP | | | | | | | | | | 0.4 |
| FLIGHT TEST | | | | | | | | | | 0.3 |
| OGC | | | | | | | | | | 0.8 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 25 KITS | | | | | | | | | [25] | 1.8 |
| FY-99 55 KITS | | | | | | | | | [50] | 3.7 |
| FY-00 14 KITS | | | | | | | | | [7] | 1.0 |
| TOTAL INSTALL | | | | | | | | | 82 | 6.5 |
| TOTAL COST (BP-1100) | | | | | | | | | 94 | 43.5 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | 1 | 2 | | | 22 | 18 | 22 | 15 | 1 | 1 | | | | | | |
| Output | | | | | 1 | 1 | 1 | | | 14 | 24 | 18 | 16 | 2 | 3 | 1 | 1 | | | |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: LOW COST SAFETY MODIFICATIONS MN-99999A
 Models of Aircraft Affected: C-141B

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-141 Class P-S
 PE 0401118F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

Low cost safety modifications (less than \$900K).
 Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | 0.5 | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | 1.9 | | | 0.5 | | 0.7 | | 0.7 | | | 0.7 |
| TOTAL COST (BP-1100) | | | | | 0.5 | | 0.7 | | 0.7 | | | 0.7 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | 0.5 |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | 0.8 | | 0.4 | | | | | | 5.7 |
| TOTAL COST (BP-1100) | | 0.8 | | 0.4 | | | | | | 6.2 |

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

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| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|---------|---------|---------|---------------------------------|---------|---------|-------------------|---------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: T-1 Mods | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$0.005 | \$0.000 | \$0.000 | \$0.000 | \$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 no modifications budgeted in FY02.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|------------------------|--------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| P | 3150 | NAVSTAR GLOBAL PO | 0.1 | | | | | | | | | 35.2 |
| | Z88888 | REPROGRAMMINGS | 0.1 | | | | | | | | | 0.6 |
| TOTAL FOR CLASS P | | | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.8 |
| TOTAL FOR AIRCRAFT T-1 | | | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.8 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 43 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

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| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|---------|---------|---------|---------------------------------|---------|---------|-------------------|---------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: T-3 Mods | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$0.208 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$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.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|------------------------|--------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| P | Z88888 | REPROGRAMMINGS | 0.2 | | | | | | | | | 0.3 |
| TOTAL FOR CLASS P | | | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| TOTAL FOR AIRCRAFT T-3 | | | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |

Totals may not add due to rounding.

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|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 44 | PAGE NO. 1 | |
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UNCLASSIFIED

| | | | | | | | | |
|--|---------|---------|---------|---|---------|---------|--------------------------|---------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: JPAT MODS | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$0.000 | \$0.000 | \$0.200 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

Note: The FY 03 - FY 07 budget numbers do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P-S | 99999X | LOW COST MODIFICAT | | | 0.2 | | | | | | | 0.2 |
| TOTAL FOR CLASS P-S | | | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| TOTAL FOR AIRCRAFT T-6 | | | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |

Totals may not add due to rounding.

| | | | |
|--|--------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 44A | PAGE NO. 1 | |
|--|--------------------------------|---------------|--|

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|--|----------|-----------|-----------|------------------------------------|-----------|-----------|--------------------------|-----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: T-38 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$44.648 | \$119.418 | \$144.726 | \$165.458 | \$168.321 | \$121.268 | \$122.671 | \$114.212 |

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 FY02 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.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P-S | 10206A | FUS STA 325 BULKHEA | 10.3 | 6.1 | 7.7 | | | | | | | 67.7 |
| | 14207B | COCKPIT ENCLOSURE | 2.1 | 2.1 | 2.1 | | | | | | | 70.5 |
| | 99999A | LOW COST SAFETY M | | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 1.6 |
| TOTAL FOR CLASS P-S | | | 12.4 | 8.3 | 9.9 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 139.8 |
| P | 6029 | AVIONICS UPGRADE | 32.2 | 80.3 | 75.8 | 99.3 | 99.5 | 55.6 | 53.4 | 41.9 | 43.3 | 598.6 |
| | 6034 | T-38 PROPULSION MO | | 30.9 | 59.1 | 66.1 | 68.8 | 65.7 | 69.3 | 72.3 | 318.5 | 750.7 |
| | 99999X | LOW COST MODIFICAT | | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 0.1 |
| | Z88888 | REPROGRAMMINGS | | 0.1 | | | | | | | | 0.1 |
| TOTAL FOR CLASS P | | | 32.2 | 111.4 | 135.0 | 165.5 | 168.4 | 121.4 | 122.8 | 114.3 | 361.8 | 1,349.5 |
| TOTAL FOR AIRCRAFT T-38 | | | 44.6 | 119.7 | 144.9 | 165.6 | 168.5 | 121.5 | 122.9 | 114.4 | 361.8 | 1,489.2 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 45 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-38 Class P-S

Modification Title and No: FUS STA 325 BULKHEAD FORMER CHANGEOUT MN-10206A

Models of Aircraft Affected: T-38

Center: OO-ALC - Hill AFB, UT

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 slipped five years due to initial contract award from Jan 94 to Apr 94 and (1) Contract Field Team space reduction 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 FY01.

Aircraft Breakdown: Active 517, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 517 | 13.1 | | | | | | | | | | |
| 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 | [113] | 11.8 | [97] | 10.3 | [42] | 6.1 | | | | | | |
| FY-95 32 KITS | | 0.9 | | 0.1 | [3] | | | | | | | |
| FY-96 57 KITS | | 0.3 | [6] | | [2] | | | | | | | |
| FY-97 61 KITS | | | | | | | [51] | 7.7 | | | | |
| TOTAL INSTALL | 279 | 30.4 | 103 | 10.3 | 47 | 6.1 | 51 | 7.7 | | | | |
| TOTAL COST (BP-1100) | 517 | 43.5 | | 10.3 | | 6.1 | | 7.7 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| 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 | | | | | | | | | [252] | 28.2 |
| FY-95 32 KITS | | | | | | | | | [3] | 0.9 |
| FY-96 57 KITS | | | | | | | | | [8] | 0.3 |
| FY-97 61 KITS | | | | | | | | | [51] | 7.7 |
| TOTAL INSTALL | | | | | | | | | 480 | 54.6 |
| TOTAL COST (BP-1100) | | | | | | | | | 517 | 67.7 |

(Totals may not add due to rounding)

Method of Implementation: OVERHAUL/CFT

Initial Lead Time: 12 Months

Follow-On Lead Time: 24 Months

Milestones

| | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 03/94 | 03/94 | 03/95 | 12/95 | 09/98 | | | | | | |
| Delivery Date (Month/CY) | 03/95 | 03/96 | 03/97 | 12/97 | 09/00 | | | | | | |

Installation Schedule

| | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | |
|----------|--------------|----|----|----|--------------|---|---|---|--------------|---|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| 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 | 20 | 23 | 15 | 15 | 15 | 16 | 24 | 24 | 24 | 25 | |
| Output | | | | | | | | | | | | | 1 | 2 | 13 | 13 | 13 | 13 | 17 | 18 | 18 | 17 | 20 | 20 | 20 | 23 | 15 | 15 | 15 | 16 | 24 | 24 |
| | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | |
| Input | 14 | 14 | 14 | 15 | 3 | 4 | 2 | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | 25 | 14 | 14 | 14 | 15 | 3 | 4 | 2 | 4 | | | | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: COCKPIT ENCLOSURE (PC) MN-14207B
Models of Aircraft Affected: T-38

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-38 Class P-S
PE 0804741F Team PERSO

Center: OO-ALC - Hill AFB, UT

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.

Aircraft Breakdown: Active 517, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 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] | 4.5 | | | | | | | | | | |
| FY-95 13 KITS | [13] | 0.6 | | | | | | | | | | |
| FY-97 61 KITS | [15] | 1.2 | [22] | 2.1 | [17] | 2.1 | [7] | 2.1 | | | | |
| TOTAL INSTALL | 471 | 48.6 | 22 | 2.1 | 17 | 2.1 | 7 | 2.1 | | | | |
| TOTAL COST (BP-1100) | 517 | 64.2 | | 2.1 | | 2.1 | | 2.1 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| 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] | 4.5 |
| FY-95 13 KITS | | | | | | | | | [13] | 0.6 |
| FY-97 61 KITS | | | | | | | | | [61] | 7.5 |
| TOTAL INSTALL | | | | | | | | | 517 | 54.9 |
| TOTAL COST (BP-1100) | | | | | | | | | 517 | 70.5 |

(Totals may not add due to rounding)

Method of Implementation: OVERHAUL/CFT

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

| | <u>FY-90</u> | <u>FY-91</u> | <u>FY-92</u> | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 06/90 | 06/91 | 12/91 | 12/92 | 12/93 | 12/94 | | 09/98 | | | | | |
| Delivery Date (Month/CY) | 06/92 | 06/93 | 12/93 | 12/94 | 12/95 | 12/96 | | 09/00 | | | | | |

Installation Schedule

| | <u>FY-90</u> | | | | <u>FY-91</u> | | | | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 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 | 3 | 20 | 38 | 23 | 23 | 23 | 34 | 35 | 35 | 34 | 12 | 13 | 13 | 15 | 15 | 14 | 14 | 14 | | | |
| Output | | | | | | | | | 2 | 2 | 1 | 3 | 20 | 38 | 23 | 23 | 23 | 23 | 34 | 35 | 35 | 34 | 12 | 13 | 13 | 15 | 15 | 14 | 14 | | | |

Installation Schedule Continued

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|----|----|----|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 15 | 14 | 15 | 8 | 2 | | 5 | 5 | 4 | 4 | 4 | 5 | 2 | 2 | 2 | 1 | | | | |
| Output | 14 | 15 | 14 | 15 | 8 | 2 | | 5 | 5 | 4 | 4 | 4 | 5 | 2 | 2 | 2 | 1 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: AVIONICS UPGRADE MN-6029
Models of Aircraft Affected: T-38

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-38 Class P
PE 0804741F Team PERSO

Center: ASC - Wright Patterson AFB, OH

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 36 Aircrew Training Devices (ATDs - 3 Types) for complete training systems. 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. Change Orders/Low Cost Modifications (labeled 'Other' below) are to fund things such as the addition of TACAN; HUD Relocation; WST Missionization; Comm/Nav Doors procurement; correction of deficiencies found during DT & E, IOT & E, FOT & E, and FDE; changes driven by FAA/NAS requirements such as TCAS, GPS, GEM IV changes required to improve training capabilities, and over and above/economic repairs found during modification.

Note: FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 509, Reserve 0, ANG 0

Development Status

FY00: Completed ATD acceptance testing and assembled first ATD at first base. FY01: Completed Phase II DT/ IOT&E testing and obtained full rate production approval. Completed Build 6 and FOT&E. Initial Operational Capability at Moody AFB will be met.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | 71.2 | | 5.3 | | 2.2 | | 3.0 | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 25 | 1.9 | 13 | 1.1 | 73 | 5.4 | 79 | 5.5 | 94 | 6.5 | 91 | 6.4 |
| KITS NONRECUR | [1] | 0.1 | | | | | | | | | | |
| EQUIPMENT | [25] | 14.1 | [13] | 7.8 | [73] | 39.3 | [79] | 39.9 | [94] | 47.6 | [91] | 46.7 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.9 | | 4.4 | | 4.4 | | 4.6 | | 6.0 | | 6.0 |
| DATA | | 0.1 | | 0.1 | | 0.1 | | 0.1 | | 0.3 | | 0.5 |
| SIM/TRAINER | | | [3] | 5.9 | [9] | 19.6 | [4] | 13.7 | [10] | 25.0 | [8] | 25.7 |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OTHER | | | | | | | | 0.2 | | 0.3 | | 0.3 |
| RETROFIT KITS | | 0.1 | | | | | | | | | | |
| WARRANTY | | | | 0.7 | | 0.5 | | 0.5 | | 0.4 | | 0.2 |
| OGC | | 0.2 | | 1.4 | | 2.6 | | 2.5 | | 3.5 | | 3.9 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-99 25 KITS | | | [12] | 10.9 | [13] | 2.1 | | | | | | |
| FY-00 13 KITS | | | | | [13] | 2.1 | | | | | | |
| FY-01 73 KITS | | | | | [25] | 4.1 | [48] | 6.5 | | | | |
| FY-02 79 KITS | | | | | | | [18] | 2.4 | [61] | 7.3 | | |
| FY-03 94 KITS | | | | | | | | | [20] | 2.4 | [74] | 8.7 |
| FY-04 91 KITS | | | | | | | | | | | [10] | 1.2 |
| FY-05 51 KITS | | | | | | | | | | | | |
| FY-06 44 KITS | | | | | | | | | | | | |
| FY-07 26 KITS | | | | | | | | | | | | |
| FY-08 13 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | 12 | 10.9 | 51 | 8.4 | 66 | 8.9 | 81 | 9.7 | 84 | 9.8 |
| TOTAL COST (BP-1100) | 25 | 17.3 | 13 | 32.2 | 73 | 80.3 | 79 | 75.8 | 94 | 99.3 | 91 | 99.5 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 81.6 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 51 | 4.3 | 44 | 4.2 | 26 | 2.6 | 13 | 1.4 | 509 | 39.1 |
| KITS NONRECUR | | | | | | | | | [1] | 0.1 |
| EQUIPMENT | [51] | 31.4 | [44] | 30.5 | [26] | 18.9 | [13] | 9.9 | [509] | 286.1 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | 7.2 | | 7.0 | | 8.5 | | 16.4 | | 65.4 |
| DATA | | 0.1 | | 0.1 | | | | | | 1.0 |
| SIM/TRAINER | | | | | | | | | [34] | 90.1 |
| SUPPORT-EQUIP | | | | | | | | | | |
| OTHER | | 0.3 | | 0.3 | | 0.8 | | 0.9 | | 3.0 |
| RETROFIT KITS | | | | | | | | | | 0.1 |
| WARRANTY | | 0.2 | | 0.2 | | 0.2 | | 0.8 | | 3.8 |
| OGC | | 3.5 | | 2.7 | | 2.5 | | 6.8 | | 29.7 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-99 25 KITS | | | | | | | | | [25] | 13.1 |
| FY-00 13 KITS | | | | | | | | | [13] | 2.1 |
| FY-01 73 KITS | | | | | | | | | [73] | 10.6 |
| FY-02 79 KITS | | | | | | | | | [79] | 9.7 |
| FY-03 94 KITS | | | | | | | | | [94] | 11.1 |
| FY-04 91 KITS | [62] | 8.7 | [19] | 2.7 | | | | | [91] | 12.5 |
| FY-05 51 KITS | | | [41] | 5.8 | [10] | 1.5 | | | [51] | 7.3 |
| FY-06 44 KITS | | | | | [44] | 6.6 | | | [44] | 6.6 |
| FY-07 26 KITS | | | | | [2] | 0.3 | [24] | 4.5 | [26] | 4.8 |
| FY-08 13 KITS | | | | | | | [13] | 2.5 | [13] | 2.5 |
| TOTAL INSTALL | 62 | 8.7 | 60 | 8.4 | 56 | 8.4 | 37 | 7.0 | 509 | 80.3 |
| TOTAL COST (BP-1100) | 51 | 55.6 | 44 | 53.4 | 26 | 41.9 | 13 | 43.3 | 509 | 598.6 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

| | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>FY-08</u> | <u>FY-09</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | 10/99 | 10/99 | 12/00 | 12/01 | 12/02 | 12/03 | 12/04 | 12/05 | 12/06 | | |
| Delivery Date (Month/CY) | | | | 08/00 | 08/00 | 10/01 | 10/02 | 10/03 | 10/04 | 10/05 | 10/06 | 10/07 | | |

Installation Schedule

| | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | | | | |
|----------|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|---|---|--------------|----|---|---|--------------|----|----|----|--------------|----|----|----|----|----|----|---|
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | | | | | | | | | | | | 3 | 5 | 6 | 8 | 12 | 13 | 17 | 20 | 22 | 20 | 21 | 22 | 21 | 22 | 21 | |
| Output | | | | | | | | | | | | | | | | | | | | | 3 | 4 | 5 | 8 | 11 | 17 | 20 | 21 | 20 | 21 | 22 | 21 | | | | |
| | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | | <u>FY-07</u> | | | | <u>FY-08</u> | | | | <u>FY-09</u> | | | | | | | | | | | | | | | |
| 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 | 21 | 22 | 21 | 20 | 16 | 16 | 16 | 14 | 16 | 15 | 15 | 14 | 15 | 14 | 14 | 13 | 9 | 7 | 6 | 10 | 5 | | | | | | | | | | | | | | |
| Output | 20 | 22 | 21 | 22 | 20 | 20 | 16 | 16 | 14 | 16 | 15 | 15 | 14 | 16 | 14 | 14 | 13 | 13 | 8 | 6 | 9 | 12 | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: T-38 PROPULSION MODERNIZATION PROGRAM MN-6034

Models of Aircraft Affected: T-38

Center: SA-ALC Kelly AFB, San Antonio, TX

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-38 Class P
PE 0804741F Team PERSO

Description/Justification

The T-38 Propulsion System Modernization program includes: 1) J85-5 Engine Modernization; 2) Propulsion System Air Induction Inlet/332 Former/362 Bulkhead replacement; and 3) Propulsion System Ejector Nozzle Modification Upgrade.

J85-5 Engine Modernization: Improving engine components will decrease risk of failure, decrease threat to pilot production, and increase overall aircraft safety. Engine experienced two Class A mishaps, one was Class C with Class A potential, and 4 additional rotor failures in the previous two years due to corrosion pit cracking. Class A mishap and non-recoverable in-flight shutdown currently above PPGM risk management threshold; new spooled compressor design will eliminate corrosion safety concerns. More reliable engine components and spooled compressor rotor will decrease maintenance man-hours and overall T-38 system support costs. Engine Modernization Kits will be installed on engines at the Engine Regional Repair Facility in conjunction with regularly scheduled maintenance.

Propulsion System Air Induction Inlet/332 Former/362 Bulkhead/Ejector Nozzle Replacement. The modified inlet, when combined with the Ejector Nozzle will increase single engine performance during takeoff and landing. Aircraft is developing stress corrosion cracks in the propulsion system inlet at Fuselage Station (F.S.) 332 Former and F.S. 362 Bulkhead. Replacement of F.S. 332 Former/F.S. 362 Bulkhead in this program is the only solution to return structural integrity of the airframe. Data indicates crack growth will continue without former/bulkhead replacement. Stress corrosion cracking is unpredictable. Long term neglect will result in impact to safety.

Change Orders/Low Cost Modifications (labeled 'Other' below) are to fund things such as any deficiencies found during Qualification testing, design variation resulting from age and tolerance variation of aircraft; over and above or economic repairs found during or resulting from modification; results from integrated risk assessment; and necessary changes to support equipment, if required.

Note: FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 509, Reserve 0, ANG 0

Development Status

J-85 Upgraded Engine Components developed under CIP. FY01: Plan to update T-38 software for changes brought about by this modification.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | 2.0 | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 11 | 2.8 | 33 | 8.4 | 51 | 13.2 | 56 | 14.8 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | [47] | 20.7 | [94] | 42.0 | [124] | 44.0 | [120] | 43.5 |
| EQUIP | | | | | | 0.6 | | 1.0 | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 1.1 | | 1.9 | | 2.0 | | 2.1 |
| DATA | | | | | | 0.5 | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | 0.2 | | 0.2 | | | 0.2 |
| OTHER | | | | | | | 0.3 | | 0.5 | | | 0.5 |
| TOOLING | | | | | | 0.3 | | | | | | |
| OGC | | | | | | 1.3 | | 1.7 | | 2.0 | | 2.1 |
| TEST | | | | | | 3.3 | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 11 KITS | | | | | [2] | 0.4 | | [9] | | | | |
| FY-02 33 KITS | | | | | | | [14] | 2.2 | [19] | 2.1 | | |
| FY-03 51 KITS | | | | | | | | | [19] | 2.1 | [32] | 3.5 |
| FY-04 56 KITS | | | | | | | | | | | [19] | 2.1 |
| FY-05 42 KITS | | | | | | | | | | | | |
| FY-06 50 KITS | | | | | | | | | | | | |
| FY-07 49 KITS | | | | | | | | | | | | |
| FY-08 84 KITS | | | | | | | | | | | | |
| FY-09 81 KITS | | | | | | | | | | | | |
| FY-10 52 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | 2 | 0.4 | 23 | 3.6 | 38 | 4.2 | 51 | 5.6 |
| TOTAL COST (BP-1100) | | | | | 11 | 30.9 | 33 | 59.1 | 51 | 66.1 | 56 | 68.8 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 2.0 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 42 | 11.4 | 50 | 13.8 | 49 | 13.8 | 217 | 63.3 | 509 | 141.5 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | [93] | 44.1 | [120] | 45.3 | [125] | 48.1 | [479] | 203.7 | [1,202] | 491.3 |
| EQUIP NONREC | | | | | | | | | | 1.6 |
| CHANGE ORDERS | | 2.1 | | 2.1 | | 2.2 | | 9.6 | | 23.0 |
| DATA | | | | | | | | | | 0.5 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.2 | | | | | | | | 0.7 |
| OTHER | | 0.4 | | 0.5 | | 0.5 | | 2.3 | | 5.0 |
| TOOLING | | | | | | | | | | 0.3 |
| OGC | | 1.8 | | 2.1 | | 2.1 | | 9.2 | | 22.4 |
| TEST | | | | | | | | | | 3.3 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 11 KITS | | | | | | | | | [11] | 1.8 |
| FY-02 33 KITS | | | | | | | | | [33] | 4.3 |
| FY-03 51 KITS | | | | | | | | | [51] | 5.6 |
| FY-04 56 KITS | [37] | 4.2 | | | | | | | [56] | 6.3 |
| FY-05 42 KITS | [14] | 1.6 | [28] | 3.2 | | | | | [42] | 4.8 |
| FY-06 50 KITS | | | [20] | 2.3 | [30] | 3.5 | | | [50] | 5.8 |
| FY-07 49 KITS | | | | | [18] | 2.1 | [31] | 3.7 | [49] | 5.8 |
| FY-08 84 KITS | | | | | | | [84] | 10.2 | [84] | 10.2 |
| FY-09 81 KITS | | | | | | | [81] | 10.0 | [81] | 10.0 |
| FY-10 52 KITS | | | | | | | [52] | 6.5 | [52] | 6.5 |
| TOTAL INSTALL | 51 | 5.7 | 48 | 5.5 | 48 | 5.6 | 248 | 30.4 | 509 | 61.1 |
| TOTAL COST (BP-1100) | 42 | 65.7 | 50 | 69.3 | 49 | 72.3 | 217 | 318.5 | 509 | 750.7 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

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

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | | <u>FY-07</u> | | | | | | | |
|----------|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|---|---|---|---|
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | 4 | 5 | 7 | 9 | 9 | 9 | 9 | 11 | 12 | 13 | 13 | 13 | 13 | 12 | 13 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | | | | |
| Output | | | | | | | | | 2 | 3 | 6 | 8 | 9 | 9 | 9 | 9 | 12 | 12 | 13 | 13 | 13 | 13 | 13 | 13 | 12 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | | | | |
| | <u>FY-08</u> | | | | <u>FY-09</u> | | | | <u>FY-10</u> | | | | <u>FY-11</u> | | | | | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | |
| Input | 12 | 15 | 15 | 17 | 16 | 18 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 18 | 18 | 5 | | | | | | | | | | | | | | | | | | | | |
| Output | 12 | 13 | 15 | 16 | 16 | 17 | 19 | 21 | 21 | 21 | 21 | 21 | 21 | 20 | 18 | 17 | | | | | | | | | | | | | | | | | | | | |

| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|---------|---------|---------|-----------------------------|---------|---------|-------------------|---------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: T-41 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$0.089 | \$0.088 | \$0.090 | \$0.090 | \$0.093 | \$0.095 | \$0.099 | \$0.101 |

The T-41 is a military derivative of the civilian Cessna 172, a four seat, propeller driven, light aircraft used by USAFA in support of the aeronautical engineering course curriculum. There are no specific modifications budgeted in FY02. The specific modifications budgeted and programmed are below.

Note that the FY03 - FY07 budget numbers do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|-------------------------|--------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| P | 99999X | LOW COST MODIFICAT | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 1.0 |
| | Z88888 | REPROGRAMMINGS | | 0.1 | | | | | | | | 0.1 |
| TOTAL FOR CLASS P | | | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 1.1 |
| TOTAL FOR AIRCRAFT T-41 | | | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 1.1 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 46 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

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|--|---------|---------|---------|------------------------------------|---------|---------|--------------------------|---------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: T-43 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$0.751 | \$4.884 | \$3.750 | \$2.217 | \$8.860 | \$9.010 | \$4.143 | \$2.276 |

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 FY02 is the Terrain Awareness Warning System (TAWS). Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P | 3149F | FLIGHT DATA RECORD | 0.1 | | | | | | | | | 5.7 |
| | 3149T | TRAFFIC ALERT & COL | | | 3.4 | 1.0 | 5.3 | 5.0 | 1.2 | 0.1 | | 19.0 |
| | 99999S | SERVICE BULLETINS | 0.7 | 0.3 | 0.2 | 0.7 | 0.8 | 1.2 | 2.2 | 2.1 | | 10.6 |
| | 99999X | LOW COST MODIFICAT | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 0.9 |
| | TAWS | TERRAIN AWARENESS | | 4.5 | | 0.5 | 2.7 | 2.7 | 0.7 | | | 11.1 |
| | Z88888 | REPROGRAMMINGS | 0.1 | 0.1 | | | | | | | | 2.2 |
| TOTAL FOR CLASS P | | | 1.0 | 5.0 | 3.8 | 2.2 | 8.9 | 9.0 | 4.1 | 2.3 | 0.0 | 49.4 |
| TOTAL FOR AIRCRAFT T-43 | | | 1.0 | 5.0 | 3.8 | 2.2 | 8.9 | 9.0 | 4.1 | 2.3 | 0.0 | 49.4 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 47 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-43 Class P

Modification Title and No: TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM MN-3149T

Models of Aircraft Affected: CT/T-43, DV/TRAINING
AIRCRAFT

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

PE 0804742F Team PERSO

Description/Justification

This navigation and safety modification installs Traffic Collision Avoidance System (TCAS) which will provide a display for conflicting traffic and will provide visual display and corrective action with an audible warning. This modification will install TCAS II/Mode-S on all CT/ T-43s. Prototype funding in FY02 includes installation in FY03. FY04 starts fleet installation. Based on recent FY02 IBRC decisions, TCAS modification will be installed in conjunction with TAWS mod.

Note: The FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 11, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | 1 | 0.2 | 1 | 0.2 | 5 | 1.1 |
| KITS NONRECUR | 1 | 1.1 | | | | | | 1.7 | | | | |
| EQUIPMENT | | | | | | | [1] | 0.7 | [1] | 0.7 | [5] | 3.9 |
| EQUIP | [1] | 1.4 | | | | | | 0.4 | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.4 | | | | | | 0.3 | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | | | | | 0.0 | | 0.0 | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-96 1 KITS | [1] | 0.2 | | | | | | | | | | |
| FY-02 1 KITS | | | | | | | | | [1] | | | |
| FY-03 1 KITS | | | | | | | | | | | [1] | 0.3 |
| FY-04 5 KITS | | | | | | | | | | | | |
| FY-05 3 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | 1 | 0.2 | | | | | | | 1 | | 1 | 0.3 |
| TOTAL COST (BP-1100) | 1 | | | | | | 1 | 3.4 | 1 | 1.0 | 5 | 5.3 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 3 | 0.7 | | | | | | | 10 | 2.2 |
| KITS NONRECUR | | | | | | | | | 1 | 2.9 |
| EQUIPMENT | [3] | 2.5 | | | | | | | [10] | 7.8 |
| EQUIP NONREC | | | | | | | | | [1] | 1.8 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | 0.1 | | | | 0.8 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-96 1 KITS | | | | | | | | | [1] | 0.2 |
| FY-02 1 KITS | | | | | | | | | [1] | |
| FY-03 1 KITS | | | | | | | | | [1] | 0.3 |
| FY-04 5 KITS | [5] | 1.8 | | | | | | | [5] | 1.8 |
| FY-05 3 KITS | | | [3] | 1.2 | | | | | [3] | 1.2 |
| TOTAL INSTALL | 5 | 1.8 | 3 | 1.2 | | | | | 11 | 3.5 |
| TOTAL COST (BP-1100) | 3 | 5.0 | | 1.2 | | 0.1 | | | 11 | 19.0 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 19 Months

Follow-On Lead Time: 12 Months

Milestones

| | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/97 | | | | | | 12/01 | 12/02 | 12/03 | 12/04 | 12/05 | 12/06 |
| Delivery Date (Month/CY) | 09/98 | | | | | | 07/03 | 12/03 | 12/04 | 12/05 | 12/06 | 12/07 |

Installation Schedule

| | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | |
| Input | | 1 | | | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| Output | | 1 | | | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S
Models of Aircraft Affected: CT/T-43, DV/TRAINING
AIRCRAFT

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-43 Class P
PE 0804742F Team PERSO

Description/Justification

Service Bulletins are issued to correct manufacturer identified deficiencies and are required to maintain FAA certification.

Note: The FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 11, Reserve 0, ANG 0

Development Status

As required.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 2.5 | | 0.7 | | 0.3 | | 0.2 | | 0.7 | | 0.8 |
| TOTAL COST (BP-1100) | | 2.5 | | 0.7 | | 0.3 | | 0.2 | | 0.7 | | 0.8 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | 1.2 | | 2.2 | | 2.1 | | | | 10.6 |
| TOTAL COST (BP-1100) | | 1.2 | | 2.2 | | 2.1 | | | | 10.6 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-98

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-43 Class P

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Models of Aircraft Affected: T-43, DV/TRAINING AIRCRAFT

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

PE 0804742F

Team PERSO

Description/Justification

This Nav/Safety Phase II modification installs the Terrain Avoidance System (TAWS) on all T-43s. It is a fourth-generation GPWS and includes reactive wind-shear warning. It includes a computer which crosschecks the aircraft GPS position and flight parameters with a world-wide terrain database, to determine ground collision potential and avoid controlled flight into terrain (CFT). FY01 start prototype engineering and prototype installation in FY02. FY04 starts fleet installation. Due to recent FY02 IBRC decisions, the TAWS mod will be accomplished in conjunction with the TCAS mod.

Note: The FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 10, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 1 | 0.1 | | | 1 | 0.1 | 5 | 0.6 |
| KITS NONRECUR | | | | | | 2.4 | | | | | | |
| EQUIPMENT | | | | | [1] | 0.4 | | | [1] | 0.4 | [5] | 1.9 |
| EQUIP | | | | | | 1.1 | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | 0.5 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | | | 0.0 | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 1 KITS | | | | | | | | | [1] | | | |
| FY-03 1 KITS | | | | | | | | | | | [1] | 0.2 |
| FY-04 5 KITS | | | | | | | | | | | | |
| FY-05 3 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | | | 1 | | 1 | 0.2 |
| TOTAL COST (BP-1100) | | | | | 1 | 4.5 | | | 1 | 0.5 | 5 | 2.7 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 3 | 0.4 | | | | | | | 10 | 1.1 |
| KITS NONRECUR | | | | | | | | | | 2.4 |
| EQUIPMENT | [3] | 1.2 | | | | | | | [10] | 3.9 |
| EQUIP NONREC | | | | | | | | | | 1.1 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.5 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 1 KITS | | | | | | | | | [1] | |
| FY-03 1 KITS | | | | | | | | | [1] | 0.2 |
| FY-04 5 KITS | [5] | 1.1 | | | | | | | [5] | 1.1 |
| FY-05 3 KITS | | | [3] | 0.7 | | | | | [3] | 0.7 |
| TOTAL INSTALL | 5 | 1.1 | 3 | 0.7 | | | | | 10 | 2.0 |
| TOTAL COST (BP-1100) | 3 | 2.7 | | 0.7 | | | | | 10 | 11.1 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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UNCLASSIFIED

| | | | | | | | | |
|--|----------|----------|----------|-------------------------------------|----------|---------|--------------------------|---------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: KC-10 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$38.024 | \$54.863 | \$31.249 | \$20.694 | \$15.431 | \$3.784 | \$2.083 | \$2.147 |

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 FY02 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 listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|---------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P-S | 99999A | LOW COST SAFETY M | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 0.8 |
| TOTAL FOR CLASS P-S | | | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.8 |
| P | 3149T2 | TCAS AND TAWS | 17.3 | 0.5 | | | | | | | | 38.1 |
| | 3150 | NAVSTAR GLOBAL PO | 2.2 | | | | | | | | | 67.9 |
| | 4369 | REPLACE PYLONS 1&3 | 2.9 | 1.0 | 1.1 | 0.8 | | | | | | 11.5 |
| | 9709 | GLOBAL AIR TRAFFIC | | 39.2 | 15.1 | 8.2 | 14.1 | 2.0 | | | | 79.1 |
| | 99999S | SERVICE BULLETINS | 3.2 | 4.0 | 1.2 | 1.8 | 1.2 | 1.7 | 2.0 | 2.0 | | 41.8 |
| | 99999X | LOW COST MODIFICAT | 0.3 | 0.8 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 4.6 |
| | CPT_10 | CPT UPGRADE (KC-10) | | | | 6.2 | | | | | | 6.2 |
| | DC101 | FM IMMUNITY | 3.1 | | | | | | | | | 3.1 |
| | SIM-10 | SIMULATOR UPGRADE | 8.6 | 7.2 | 13.7 | 3.7 | | | | | | 57.0 |
| | Z88888 | REPROGRAMMINGS | 0.3 | 2.2 | | | | | | | | 3.4 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 48 | PAGE NO. 2 | |
|--|-------------------------------|---------------|--|

| | | | | | | | | |
|--|----------|----------|----------|-------------------------------------|----------|---------|--------------------------|---------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: KC-10 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$38.024 | \$54.863 | \$31.249 | \$20.694 | \$15.431 | \$3.784 | \$2.083 | \$2.147 |

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 FY02 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 listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------|---------------|---------------------------|-------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | | | TOTAL FOR CLASS P | | | 38.0 | 54.9 | 31.3 | 20.7 | 15.4 | 3.8 | 2.1 |
| TOTAL FOR AIRCRAFT KC-10 | | | 38.1 | 55.0 | 31.4 | 20.8 | 15.5 | 3.9 | 2.2 | 2.2 | 0.0 | 313.6 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 48 | PAGE NO. 3 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: TCAS AND TAWS MN-3149T2
Models of Aircraft Affected: KC-10

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: KC-10 Class P
PE 0401219F Team MOBIL

Description/Justification

This Navigation/Safety mod satisfies requirements of both Traffic Alerting and Collision Avoidance Systems (TCAS) and Terrain Avoidance Warning system (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.

Terrain Avoidance Warning System (TAWS) increases crew awareness by providing warning of surrounding terrain. TAWS Terrain display capability to be implemented during GATM. 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. Per OSD directed program acceleration to complete NLT FY01. Unit installation cost \$.105 per aircraft. FY00 install dollars pay for 5 FY98 funded kits, 26 FY99 funded kits, and 22 FY00 funded kits. FY01 install dollars pay for 5 FY00 funded kits.

Aircraft Breakdown: Active 59, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 32 | 3.1 | 27 | 2.9 | | | | | | | | |
| KITS NONRECUR | | 1.9 | | | | | | | | | | |
| EQUIPMENT | [32] | 6.8 | [27] | 5.9 | | | | | | | | |
| EQUIP NONREC | | 2.8 | | | | | | | | | | |
| CHANGE ORDERS | | | | 0.1 | | | | | | | | |
| DATA | | 0.2 | | | | | | | | | | |
| SIM/TRAINER | [4] | 4.9 | [2] | 2.8 | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | 0.0 | | 0.0 | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 6 KITS | [1] | 0.4 | [5] | 0.5 | | | | | | | | |
| FY-99 26 KITS | | | [11] | 5.0 | [15] | | | | | | | |
| FY-00 27 KITS | | | | | [27] | 0.5 | | | | | | |
| TOTAL INSTALL | 1 | 0.4 | 16 | 5.5 | 42 | 0.5 | | | | | | |
| TOTAL COST (BP-1100) | 32 | 20.3 | 27 | 17.3 | | 0.5 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 59 | 6.0 |
| KITS NONRECUR | | | | | | | | | | 1.9 |
| EQUIPMENT | | | | | | | | | [59] | 12.7 |
| EQUIP NONREC | | | | | | | | | | 2.8 |
| CHANGE ORDERS | | | | | | | | | | 0.1 |
| DATA | | | | | | | | | | 0.2 |
| SIM/TRAINER | | | | | | | | | [6] | 7.8 |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 6 KITS | | | | | | | | | [6] | 0.9 |
| FY-99 26 KITS | | | | | | | | | [26] | 5.0 |
| FY-00 27 KITS | | | | | | | | | [27] | 0.5 |
| TOTAL INSTALL | | | | | | | | | 59 | 6.5 |
| TOTAL COST (BP-1100) | | | | | | | | | 59 | 38.1 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

| | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 06/98 | 01/99 | 01/00 | |
| Delivery Date (Month/CY) | 06/99 | 10/99 | 10/00 | |

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|----|----|--------------|----|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | 1 | | 1 | 2 | 13 | 13 | 14 | 14 | 1 |
| Output | | | | | | | | 1 | 1 | 1 | 11 | 12 | 14 | 14 | 5 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Models of Aircraft Affected: KC-10

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: KC-10 Class P
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-resistant, three dimensional position, velocity, and time data, worldwide in all weather to improve mission effectiveness. Modification 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 FY97-00 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 System (AFMSS) software changes.

Aircraft Breakdown: Active 59, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 59 | 14.6 | | | | | | | | | | |
| KITS NONRECUR | | 1.0 | | | | | | | | | | |
| EQUIPMENT | [59] | 13.7 | | | | | | | | | | |
| EQUIP | | 7.0 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 1.2 | | | | | | | | | | |
| DATA | | 3.7 | | 0.0 | | | | | | | | |
| SIM/TRAINER | [6] | 13.0 | | | | | | | | | | |
| 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 | [7] | 1.3 | [16] | 2.2 | | | | | | | | |
| TOTAL INSTALL | 43 | 8.5 | 16 | 2.2 | | | | | | | | |
| TOTAL COST (BP-1100) | 59 | 65.7 | | 2.2 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 59 | 14.6 |
| KITS NONRECUR | | | | | | | | | | 1.0 |
| EQUIPMENT | | | | | | | | | [59] | 13.7 |
| EQUIP NONREC | | | | | | | | | | 7.0 |
| CHANGE ORDERS | | | | | | | | | | 1.2 |
| DATA | | | | | | | | | | 3.7 |
| SIM/TRAINER | | | | | | | | | [6] | 13.0 |
| 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] | 3.5 |
| TOTAL INSTALL | | | | | | | | | 59 | 10.8 |
| TOTAL COST (BP-1100) | | | | | | | | | 59 | 67.9 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 12 Months

Follow-On Lead Time: 21 Months

Milestones

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

| | <u>FY-94</u> | | | <u>FY-95</u> | | | <u>FY-96</u> | | | <u>FY-97</u> | | | <u>FY-98</u> | | | <u>FY-99</u> | | | <u>FY-00</u> | | | |
|----------|--------------|---|---|--------------|---|---|--------------|---|---|--------------|---|---|--------------|---|---|--------------|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | |
| Quarters | 1 | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | 1 | | | | | | | | 1 | 1 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 4 |
| Output | | | | | | | | | | | | 1 | 1 | 1 | 4 | 6 | 6 | 6 | 6 | 6 | 6 | 4 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: REPLACE PYLONS 1&3 FORWARD MOUNT TRUSS ASSEMBLIE MN-4369

Models of Aircraft Affected: KC-10

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: KC-10 Class P
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. Fourteen aircraft completed prior to FY98 were paid for with Service Bulletin funds. Remaining kits were procured in FY00 to capture economic quantity discount.

Aircraft Breakdown: Active 45, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 24 | 5.0 | 21 | 1.9 | | | | | | | | |
| KITS NONRECUR | | 0.7 | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 12 KITS | | | [12] | 1.0 | | | | | | | | |
| FY-99 12 KITS | | | | | [12] | 1.0 | | | | | | |
| FY-00 21 KITS | | | | | | | [13] | 1.1 | [8] | 0.8 | | |
| TOTAL INSTALL | | | 12 | 1.0 | 12 | 1.0 | 13 | 1.1 | 8 | 0.8 | | |
| TOTAL COST (BP-1100) | 24 | 5.6 | 21 | 2.9 | | 1.0 | | 1.1 | | 0.8 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 45 | 6.9 |
| KITS NONRECUR | | | | | | | | | | 0.7 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 12 KITS | | | | | | | | | [12] | 1.0 |
| FY-99 12 KITS | | | | | | | | | [12] | 1.0 |
| FY-00 21 KITS | | | | | | | | | [21] | 1.9 |
| TOTAL INSTALL | | | | | | | | | 45 | 3.9 |
| TOTAL COST (BP-1100) | | | | | | | | | 45 | 11.5 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 12 Months

Follow-On Lead Time: 25 Months

Milestones

| | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 10/98 | 11/98 | 10/99 | | | |
| Delivery Date (Month/CY) | 10/99 | 12/00 | 11/01 | | | |

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: GLOBAL AIR TRAFFIC MANAGEMENT (GATM) PHASE II MN-9709

Models of Aircraft Affected: KC-10

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: KC-10 Class P
PE 0401219F Team MOBIL

Description/Justification

Global Air Traffic Management (GATM) is based upon evolving Communication, Navigation and Surveillance (CNS) and Free Flight concepts and requirements. Key elements of its architecture are Dual MMR (Multi-Mode Receiver), Dual CMU (Communications Management Unit), Communication Datalinks (HF, VHF, SATCOM), and associated avionics components and wiring. Communications upgrades include a data link to augment/replace voice communications. The navigation capabilities include a fully integrated GPS and an advanced flight management system. The surveillance capabilities include automatic aircraft position reporting (both enroute and oceanic). FY01 modification includes 1 Weapon System Trainer (WST) simulator and 1 Cockpit Procedural Trainers (CPT). Internal Air Force review of program in 3rd Quarter of FY99 realized shift of 3010 to 3600 funds appropriate for magnitude of effort. FY00 prototype kit install in FY02 using 3600 funds. Initial incorporation of data covered by 3600 funds. Due to program restructure FY02/FY03 and FY04 funds are identified for reprogramming from 3010 to 3600; and the FY05 disconnect of \$3.57M is to fund a total of 5 installs -- Air Staff is aggressively working to reprogram the funds and is committed to find install funds in FY05. HQ AMC requirement to modify entire fleet. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 11, Reserve 0, ANG 0

Development Status

Contract Award 2Q/FY00.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 9.5 | 1 | 27.0 | | 19.3 | | 22.8 | | 10.6 | | 2.4 |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 1 | 0.5 | 2 | 1.2 | 2 | 1.3 | 5 | 3.2 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | [1] | 1.4 | [2] | 3.6 | [2] | 3.4 | [5] | 8.6 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | [2] | 17.8 | | 1.9 | | | | |
| SUPPORT-EQUIP | | | | | | 0.0 | | | | | | |
| INITIAL SPARES | | | | | | | | | | | | |
| OGC | | 0.6 | | | | 0.4 | | 1.1 | | 0.2 | | 0.0 |
| AWAITING BTR | | | | | | 19.0 | | 7.3 | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 1 KITS | | | | | | | [1] | | | | | |
| FY-01 1 KITS | | | | | | | | | [1] | 1.1 | | |
| FY-02 2 KITS | | | | | | | | | [2] | 2.2 | | |
| FY-03 2 KITS | | | | | | | | | | | [2] | 2.3 |
| FY-04 5 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | 1 | | 3 | 3.3 | 2 | 2.3 |
| TOTAL COST (BP-1100) | | 0.6 | 1 | | 1 | 39.2 | 2 | 15.1 | 2 | 8.2 | 5 | 14.1 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | 1 | 91.6 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 10 | 6.2 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [10] | 17.0 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | [2] | 19.7 |
| SUPPORT-EQUIP | | | | | | | | | | 0.0 |
| INITIAL SPARES | | | | | | | | | | |
| OGC | | | | | | | | | | 2.3 |
| AWAITING BTR | | | | | | | | | | 26.3 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 1 KITS | | | | | | | | | [1] | |
| FY-01 1 KITS | | | | | | | | | [1] | 1.1 |
| FY-02 2 KITS | | | | | | | | | [2] | 2.2 |
| FY-03 2 KITS | | | | | | | | | [2] | 2.3 |
| FY-04 5 KITS | [5] | 2.0 | | | | | | | [5] | 2.0 |
| TOTAL INSTALL | 5 | 2.0 | | | | | | | 11 | 7.6 |
| TOTAL COST (BP-1100) | | 2.0 | | | | | | | 11 | 79.1 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 29 Months

Follow-On Lead Time: 15 Months

Milestones

| | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | 03/00 | 10/00 | 10/01 | 10/02 | 10/03 | | |
| Delivery Date (Month/CY) | | 08/02 | 01/02 | 01/03 | 01/04 | 01/05 | | |

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S
Models of Aircraft Affected: KC-10

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: KC-10 Class P
PE 0401219F Team MOBIL

Description/Justification

These funds pay for Service Bulletins (SBs), Airworthiness Directives (ADs), and All Operator Letters (AOLs) issued to correct identified deficiencies, provide product improvements, and incorporate aging aircraft and FAA certification requirements. The current major requirements include the revision of the exterior position, formation and director lighting system; main landing gear trunnion bolt replacement; installation of bonding straps on extended wing-to-fuselage fillets; and the replacement of inboard flap track fasteners and pins on the trailing edge of the wings.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | 24.6 | | 3.2 | | 4.0 | | 1.2 | | 1.8 | | 1.2 |
| INITIAL SPARES | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 24.6 | | 3.2 | | 4.0 | | 1.2 | | 1.8 | | 1.2 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | 1.7 | | 2.0 | | 2.0 | | | | 41.8 |
| INITIAL SPARES | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 1.7 | | 2.0 | | 2.0 | | | | 41.8 |

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-92

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: LOW COST MODIFICATIONS MN-99999X
Models of Aircraft Affected: KC-10

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: KC-10 Class P
PE 0401219F Team MOBIL

Description/Justification

Funds miscellaneous low cost (less than \$900K) mods necessary for reliability, maintainability, and/or improved systems performance.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.2 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | 3.0 | | 0.3 | | 0.8 | | 0.0 | | 0.0 | | 0.1 |
| TOTAL COST (BP-1100) | | 3.2 | | 0.3 | | 0.8 | | 0.0 | | 0.0 | | 0.1 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.2 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | 0.1 | | 0.1 | | 0.1 | | | | 4.4 |
| TOTAL COST (BP-1100) | | 0.1 | | 0.1 | | 0.1 | | | | 4.6 |

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-94

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: FM IMMUNITY MN-DC101
Models of Aircraft Affected: KC-10

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: KC-10 Class P
PE 0401219F Team MOBIL

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

Description/Justification

This modification effort reduces/eliminates the number of non-compliant aircraft and reduce the increased operational risk and operational restrictions placed on non-compliant aircraft by host nations. FY00 funds Congressionally Appropriated for GATM efforts, one of which is FM Immunity. This modification provides protection from interference in the FM broadcast band adjacent to the aeronautical radio navigation band. Filters are added to the ILS and VOR Receivers.

Aircraft Breakdown: Active 59, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 59 | 3.1 | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | 59 | 3.1 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 59 | 3.1 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 59 | 3.1 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|
| Contract Date (Month/CY) | 02/00 | |
| Delivery Date (Month/CY) | 08/00 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SIMULATOR UPGRADE (KC-10) MN-SIM-10
Models of Aircraft Affected: KC-10

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: KC-10 Class P
PE 0401897F Team MOBIL

Center: OO-ALC - Hill AFB, UT

Description/Justification

The KC-10 Aircrew Training Devices (ATDs) consist of; four Weapon System Trainers (WSTs), two low fidelity Cockpit Procedures Trainers (CPTs), and two Boom Operator Trainers (BOTs). The current upgrade efforts are intended to vastly improve the quality of training to meet current Federal Aviation Administration (FAA) 120-40-B Level C or equivalent standards. This will allow AMC to move flying proficiency training from the aircraft to the ATDs. To accomplish this objective, it is necessary to upgrade all ATD platforms to include; WST fidelity and upgrade of the BOTs. The WSTs are to receive a new articulated Visual Upgrade Effort (VUE), and be brought into a common baseline. To install the four VUE Kits (EQUIPMENT Line FY99-01 (the first was purchased by WR-ALC in FY98)) each WST's hardware must be brought into common configuration, which is accomplished by using the Refurbishment Kit Of Parts (RKOP) (SIM/TRAINER Line FY99-02). To minimize the WST downtime, some site unique pre-installation activities (INSTALLATION OF HARDWARE FY-98 - FY-03 Lines in FY99-03) will be accomplished concurrently with the in-plant RKOP build efforts prior to WST teardown, and the on-site VUE Kit and RKOP installation. Distributed Mission Training (DMT) (TRAINER PECULIAR Line FY-99-03) will be installed first to network/link a KC-10 BOT to a DMT configured C-5 WST and then to two co-located KC-10 WSTs. Eventually, the remaining BOTs and WSTs will also be modified to include DMT. This program supports AMC CMNS 001-93, MNS AMC 021-93, and ORD AMC 021-93 I/II/III (FY97-99), PMD 2346(3)/PE 41219F. FY92-FY94 funded by BP1100; FY95-FY98 funded by BP1200 (FY98 WST).

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 6, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 2 | 2.5 | 1 | 2.5 | 1 | 2.5 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | [11] | 17.1 | [1] | 3.6 | [1] | 3.9 | [1] | 3.9 | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | 0.1 | | | | | | | | | | |
| TRAINER PECULIAR | | 0.4 | | | | 0.1 | | 6.7 | | 0.6 | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 1 KITS | [2] | 3.7 | | | | | | | | | | |
| FY-99 1 KITS | | | [1] | 2.5 | | | | | | | | |
| FY-00 1 KITS | | | | | [1] | 0.6 | | | | | | |
| FY-01 1 KITS | | | | | | | [2] | 3.1 | | | | |
| FY-03 0 KITS | | | | | | | | | [2] | 3.1 | | |
| TOTAL INSTALL | 2 | 3.7 | 1 | 2.5 | 1 | 0.6 | 2 | 3.1 | 2 | 3.1 | | |
| TOTAL COST (BP-1100) | 2 | 23.8 | 1 | 8.6 | 1 | 7.2 | | 13.7 | | 3.7 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 4 | 7.5 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | [14] | 28.6 |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.1 |
| TRAINER PECULIAR | | | | | | | | | | 7.9 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 1 KITS | | | | | | | | | [2] | 3.7 |
| FY-99 1 KITS | | | | | | | | | [1] | 2.5 |
| FY-00 1 KITS | | | | | | | | | [1] | 0.6 |
| FY-01 1 KITS | | | | | | | | | [2] | 3.1 |
| FY-03 0 KITS | | | | | | | | | [2] | 3.1 |
| TOTAL INSTALL | | | | | | | | | 8 | 13.0 |
| TOTAL COST (BP-1100) | | | | | | | | | 4 | 57.0 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 24 Months

Follow-On Lead Time: 18 Months

Milestones

| | <u>FY-92</u> | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | | | | | 09/99 | 08/00 | 09/01 | 09/02 | 11/02 | | |
| Delivery Date (Month/CY) | | | | | | | | 09/01 | 04/03 | 03/03 | 03/04 | 09/03 | | |

Installation Schedule

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

Installation Schedule Continued

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| 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 | | | | 2 | | | | | | | | | | |
| Output | | | | | | | | 2 | | | | | | | | 2 | | | | | | | | 2 |

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| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|---------|---------|---------|-----------------------------|---------|---------|-------------------|---------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-12 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$6.289 | \$1.507 | \$0.412 | \$0.406 | \$0.412 | \$0.421 | \$0.444 | \$0.457 |

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 FY02 is the NAVSTAR Global Positioning System (GPS). Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|-------------------------|--------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| P | 3149F | FLIGHT DATA RECORD | | 0.1 | | | | | | | | 11.9 |
| | 3150 | NAVSTAR GLOBAL PO | 1.2 | | | | | | | | | 7.4 |
| | 99999S | SERVICE BULLETINS | 0.2 | 0.1 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.4 | | 3.0 |
| | 99999X | LOW COST MODIFICAT | 0.8 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 2.3 |
| | TAWS | TERRAIN AWARENESS | 4.2 | 1.3 | | | | | | | | 6.5 |
| | Z88888 | REPROGRAMMINGS | -0.18 | 0.1 | | | | | | | | -0.08 |
| TOTAL FOR CLASS P | | | 6.2 | 1.7 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.5 | 0.0 | 31.0 |
| TOTAL FOR AIRCRAFT C-12 | | | 6.2 | 1.7 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.5 | 0.0 | 31.0 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 49 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Models of Aircraft Affected: C-12

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-12 Class P
PE 0401314F Team MOBIL

Description/Justification

NAVSTAR Global Positioning System (GPS) is a space based radio navigation system that will provide highly accurate, jam resistant, three-dimensional position, velocity and time data, worldwide in all weather to improve mission effectiveness. Supports procurement of navigation and safety upgrades on Operational Support Airlift (OSA), Defense Attache and Security Assistance aircraft. The three prototypes placed on contract with FY95 and FY96 funds did not meet the SECDEF oceanic capability requirement and are shown again as prototypes in FY97 and FY00. The two kits in FY98 are the original C-12F prototype and kitproof. Installation costs for prototypes and kitproof are included in engineering costs. Total aircraft to be modded is 27 due to original 3 prototypes requiring re-prototype. 18 aircraft are not funded.

Aircraft Breakdown: Active 23, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | [7] | 3.8 | [1] | 0.8 | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | 7 | 1.3 | 1 | 0.4 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.8 | | | | | | | | | | |
| DATA | | 0.3 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-95 2 KITS | [2] | | | | | | | | | | | |
| FY-96 1 KITS | [1] | | | | | | | | | | | |
| FY-97 2 KITS | | | | | [1] | | [1] | | | | | |
| FY-98 2 KITS | | | | | [1] | | [1] | | | | | |
| FY-00 1 KITS | | | | | | | [1] | | | | | |
| TOTAL INSTALL | 3 | | | | 2 | | 3 | | | | | |
| TOTAL COST (BP-1100) | 7 | | 1 | 1.2 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | [8] | 4.7 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | 8 | 1.7 |
| CHANGE ORDERS | | | | | | | | | | 0.8 |
| DATA | | | | | | | | | | 0.3 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-95 2 KITS | | | | | | | | | [2] | |
| FY-96 1 KITS | | | | | | | | | [1] | |
| FY-97 2 KITS | | | | | | | | | [2] | |
| FY-98 2 KITS | | | | | | | | | [2] | |
| FY-00 1 KITS | | | | | | | | | [1] | |
| TOTAL INSTALL | | | | | | | | | 8 | |
| TOTAL COST (BP-1100) | | | | | | | | | 8 | 7.4 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

| | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 06/96 | 06/96 | 06/97 | 04/00 | | | | |
| Delivery Date (Month/CY) | 12/96 | 12/96 | 12/97 | 10/00 | | | | |

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: C-12

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-12 Class P
 PE 0401314F Team MOBIL

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

Description/Justification

These are low cost (under \$900K each) modifications necessary to improve reliability, maintainability, safety and mission performance, and to reduce logistics costs. 8.33 radio upgrade being completed as low cost mod. Note: Fleet size changed due to excessing two aircraft in FY99 (AETC) and two in FY00(DIA), plans to excess seven aircraft within the next five years, and picking up 3 Edwards AFB test aircraft. Fleet size changed from 31 to 23. FY03-FY07 numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | 0.9 | | 0.8 | | 0.0 | | 0.1 | | 0.1 | | 0.1 |
| TOTAL COST (BP-1100) | | 0.9 | | 0.8 | | 0.0 | | 0.1 | | 0.1 | | 0.1 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | 0.1 | | 0.1 | | 0.1 | | | | 2.3 |
| TOTAL COST (BP-1100) | | 0.1 | | 0.1 | | 0.1 | | | | 2.3 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 9 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

Installation Schedule

FY-93

Quarters 1 2 3 4

Input

Output

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-12 Class P

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Models of Aircraft Affected: C-12

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

PE 0401314F Team MOBIL

Description/Justification

This Nav/Safety Terrain Awareness & Warning Sys (TAWS) mod (formerly called Enhanced Ground Proximity Warning System (EGPWS)), has been plussed-up by the FY00 Congressional Appropriations Committee. TAWS will install the equipment to provide ground warnings, terrain display, and terrain data base look ahead protection. TAWS prototypes are required for C-12C/D, F, and J. Prototype installation costs are included in the kit cost IAW contractor practices. Global Positioning System (GPS) is required prior to or in conjunction with TAWS. FY99 funds used for C/D prototype. FY00 funds placed on contract Apr 00 for F model prototype, Jul 00 for C/D kitproof, and Aug 00 for J model prototype. Remaining FY00 funds will be used for F kit proof. Additional GPS funding required to turn on F model GPS/TAWS kitproof. Note: Fleet size changed due to exceeding two aircraft in FY99 (AETC) and two in FY00 (DSCA & DIA), plans to excess seven aircraft in FY01, and picking up 3 Edwards AFB aircraft. Fleet size changed from 31 to 23. (Due to program slip, 4 of the FY00 kits will be installed in FY03 with FY01 funds. The FY99 and 4 of the FY00 kits are prototypes and kit proofs and their install dollars are included in the kits nonrecurring line.)

Aircraft Breakdown: Active 23, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 4 | 0.8 | | | | | | | | |
| KITS NONRECUR | 1 | 0.7 | 4 | 2.5 | | | | | | | | |
| EQUIPMENT | | | [4] | 0.1 | | | | | | | | |
| EQUIP | [1] | 0.2 | [4] | 0.7 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.0 | | 0.1 | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | 0.1 | | | | | | |
| OTHER | | 0.0 | | | | | | | | | | |
| OGC | | 0.1 | | 0.0 | | 0.2 | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-99 1 KITS | | | | | | [1] | | | | | | |
| FY-00 8 KITS | | | | | | [1] | | [3] | | [4] | | |
| FY-01 0 KITS | | | | | | | 1.0 | | | | | |
| TOTAL INSTALL | | | | | | 2 | 1.0 | 3 | | 4 | | |
| TOTAL COST (BP-1100) | 1 | 1.0 | 8 | 4.2 | | 1.3 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 4 | 0.8 |
| KITS NONRECUR | | | | | | | | | 5 | 3.2 |
| EQUIPMENT | | | | | | | | | [4] | 0.1 |
| EQUIP NONREC | | | | | | | | | [5] | 0.8 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.1 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.1 |
| OTHER | | | | | | | | | | 0.0 |
| OGC | | | | | | | | | | 0.3 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-99 1 KITS | | | | | | | | | [1] | |
| FY-00 8 KITS | | | | | | | | | [8] | |
| FY-01 0 KITS | | | | | | | | | | 1.0 |
| TOTAL INSTALL | | | | | | | | | 9 | 1.0 |
| TOTAL COST (BP-1100) | | | | | | | | | 9 | 6.5 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 19 Months

Follow-On Lead Time: 25 Months

Milestones

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

Installation Schedule

| | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | 1 | | 1 | | | | 2 | 1 | | | | 1 | 3 |
| Output | | | | | | | | | | | | 1 | 1 | 1 | 2 | | | | 1 | 3 |

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| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|---------|---------|---------|-----------------------------|---------|---------|-------------------|---------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-18 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$0.325 | \$0.342 | \$0.830 | \$0.812 | \$0.823 | \$0.842 | \$0.888 | \$0.916 |

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 FY02 is to fund service bulletins necessary for FAA certification while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

Note that the FY03 -FY07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|-------------------------|--------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| P | 99999S | SERVICE BULLETINS | 0.1 | 0.2 | 0.7 | 0.7 | 0.7 | 0.7 | 0.8 | 0.8 | | 5.1 |
| | 99999X | LOW COST MODIFICAT | | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 6.2 |
| | Z88888 | REPROGRAMMINGS | 0.2 | 0.1 | | | | | | | | 0.1 |
| TOTAL FOR CLASS P | | | 0.3 | 0.4 | 0.8 | 0.8 | 0.8 | 0.8 | 0.9 | 0.9 | 0.0 | 11.4 |
| TOTAL FOR AIRCRAFT C-18 | | | 0.3 | 0.4 | 0.8 | 0.8 | 0.8 | 0.8 | 0.9 | 0.9 | 0.0 | 11.4 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 50 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S
Models of Aircraft Affected: C-18

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-18 Class P
PE 0401314F Team MOBIL

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

Description/Justification

C-18 is an FAA certified aircraft. Service bulletins are issued to correct FAA identified deficiencies and affect safety, product improvement, maintenance and reliability. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | 0.3 | | 0.1 | | 0.2 | | 0.7 | | 0.7 | | 0.7 |
| TOTAL COST (BP-1100) | | 0.3 | | 0.1 | | 0.2 | | 0.7 | | 0.7 | | 0.7 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | 0.7 | | 0.8 | | 0.8 | | | | 5.1 |
| TOTAL COST (BP-1100) | | 0.7 | | 0.8 | | 0.8 | | | | 5.1 |

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-96

Contract Date (Month/CY)

Delivery Date (Month/CY)

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|--|---------|---------|---------|------------------------------------|---------|---------|--------------------------|---------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-20 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$1.018 | \$5.188 | \$0.635 | \$0.841 | \$0.479 | \$0.490 | \$0.516 | \$0.532 |

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 modifications in FY02 will enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

Note that the FY03 - FY07 budget numbers do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P | 99999S | SERVICE BULLETINS | 0.2 | 0.1 | 0.4 | 0.6 | 0.4 | 0.4 | 0.4 | 0.4 | | 4.3 |
| | 99999X | LOW COST MODIFICAT | 0.3 | 0.4 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | | 4.3 |
| | TAWS | TERRAIN AWARENESS | 0.5 | | | | | | | | | 2.8 |
| | Z88888 | REPROGRAMMINGS | 0.1 | 4.8 | | | | | | | | 6.8 |
| TOTAL FOR CLASS P | | | 1.1 | 5.3 | 0.6 | 0.8 | 0.5 | 0.5 | 0.5 | 0.5 | 0.0 | 18.3 |
| TOTAL FOR AIRCRAFT C-20 | | | 1.1 | 5.3 | 0.6 | 0.8 | 0.5 | 0.5 | 0.5 | 0.5 | 0.0 | 18.3 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 51 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S
Models of Aircraft Affected: C-20

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-20 Class P
PE 0401314F Team MOBIL

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

Description/Justification

C-20 is a FAA certified aircraft. Service bulletins are issued to correct FAA identified deficiencies and affect safety, product improvement, maintenance and reliability. FY-03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INITIAL SPARES | | | | | | | | | | | | |
| AIRCRAFT | | 1.4 | | 0.2 | | 0.0 | | 0.4 | | 0.6 | | 0.4 |
| TOTAL COST (BP-1100) | | 1.4 | | 0.2 | | 0.0 | | 0.4 | | 0.6 | | 0.4 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INITIAL SPARES | | | | | | | | | | |
| AIRCRAFT | | 0.4 | | 0.4 | | 0.4 | | | | 4.3 |
| TOTAL COST (BP-1100) | | 0.4 | | 0.4 | | 0.4 | | | | 4.3 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-96

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: C-20 A/B/H

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-20 Class P
 PE 0401314F Team MOBIL

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

Description/Justification

These are low cost modifications necessary to improve reliability, maintainability, safety and mission performance, and to reduce logistics costs. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INITIAL SPARES | | | | | | | | | | | | |
| AIRCRAFT | | 2.9 | | 0.3 | | 0.4 | | 0.2 | | 0.2 | | 0.1 |
| TOTAL COST (BP-1100) | | 2.9 | | 0.3 | | 0.4 | | 0.2 | | 0.2 | | 0.1 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INITIAL SPARES | | | | | | | | | | |
| AIRCRAFT | | 0.1 | | 0.1 | | 0.1 | | | | 4.3 |
| TOTAL COST (BP-1100) | | 0.1 | | 0.1 | | 0.1 | | | | 4.3 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-92

Contract Date (Month/CY)

Delivery Date (Month/CY)

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| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|---------|---------|----------|-------------------------------|---------|---------|-------------------|---------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: VC-25A | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$8.743 | \$0.097 | \$14.165 | \$12.360 | \$2.927 | \$0.979 | \$1.033 | \$1.064 |

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 FY02 modifications budgeted enhance operational capability while improving flight safety, reliability, and maintainability. The primary modification in FY02 is Global Air Traffic Management (GATM). The specific modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|-------------------------|--------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| P | 3149W | WINDSHEAR WARNING | 0.2 | | | | | | | | | 7.4 |
| | 3150 | NAVSTAR GLOBAL PO | 0.2 | | | | | | | | | 22.9 |
| | 9709 | GLOBAL AIR TRAFFIC | 13.5 | | 11.4 | 11.1 | 1.8 | | | | | 40.4 |
| | 99999S | SERVICE BULLETINS | 0.6 | 0.6 | 0.9 | 1.0 | 0.8 | 0.9 | 0.9 | | | 15.6 |
| | 99999X | LOW COST MODIFICAT | 0.1 | 0.8 | 1.9 | 0.3 | 0.3 | 0.1 | 0.1 | 1.1 | | 6.4 |
| | TAWS | TERRAIN AWARENESS | 0.3 | | | | | | | | | 3.2 |
| | Z88888 | REPROGRAMMINGS | -6.2 | -1.3 | | | | | | | | -7.7 |
| TOTAL FOR CLASS P | | | 8.7 | 0.1 | 14.2 | 12.4 | 2.9 | 1.0 | 1.0 | 1.1 | 0.0 | 88.2 |
| TOTAL FOR AIRCRAFT C-25 | | | 8.7 | 0.1 | 14.2 | 12.4 | 2.9 | 1.0 | 1.0 | 1.1 | 0.0 | 88.2 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 52 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: GLOBAL AIR TRAFFIC MANAGEMENT (GATM) PHASE II MN-9709

Models of Aircraft Affected: VC-25A

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-25 Class P
PE 0401314F Team MOBIL

Description/Justification

This Global Air Traffic Management (GATM) modification will be accomplished in multiple phases. Phase I will install the basic software and obtain FAA certification required for Future Air Navigation System (FANS)-1 flights. Phase I will be incorporated with the GPS/FMS modification. The Boeing software will be rewritten and adapted for a 747-200 aircraft. The FANS-1 Boeing system will allow AF-1 to navigate on Required Navigation Performance (RNP) routes worldwide. Phase II will install the High Frequency Data Link (HFDL), 3rd INMARSAT, dual Communication Management Units (CMUs), Flight Management System (FMS) software upgrade, enhanced Airborne Collision Avoidance System (ACAS), 4 High Frequency Automatic Linkage Establishments (HF/ALE) in the Mission Communications System (MCS) and Multi-Mode Receivers (MMR) required by GATM to provide the aircraft with the required landing capability. These modifications will be accomplished concurrently with depot maintenance input cycles to provide additional aircraft availability. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 1 | 1.0 | | | | | 1 | 1.5 | | |
| KITS NONRECUR | | | | 7.6 | | | | | | | | |
| EQUIPMENT | | | [1] | 4.9 | | | | | [1] | 5.9 | | |
| EQUIP NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | 1.9 | | | 1.0 | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | | | | 0.1 | | | 0.1 | | 0.1 |
| TRAINING | | | | | | | 0.6 | | | 0.3 | | |
| FAA CERTIFICATION | | | | | | | 1.9 | | | | | |
| OTHER | | | | | | | 4.8 | | | | | |
| SOFTWARE NONREC | | 2.6 | | | | | 2.2 | | | 0.5 | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 1 KITS | | | | | | | | | [1] | 1.9 | | |
| FY-03 1 KITS | | | | | | | | | | | [1] | 1.7 |
| TOTAL INSTALL | | | | | | | | | 1 | 1.9 | 1 | 1.7 |
| TOTAL COST (BP-1100) | | 2.6 | 1 | 13.5 | | | | 11.4 | 1 | 11.1 | | 1.8 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 2 | 2.5 |
| KITS NONRECUR | | | | | | | | | | 7.6 |
| EQUIPMENT | | | | | | | | | [2] | 10.8 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 2.9 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.2 |
| TRAINING | | | | | | | | | | 0.9 |
| FAA CERTIFICATION | | | | | | | | | | 1.9 |
| OTHER | | | | | | | | | | 4.8 |
| SOFTWARE NONREC | | | | | | | | | | 5.3 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 1 KITS | | | | | | | | | [1] | 1.9 |
| FY-03 1 KITS | | | | | | | | | [1] | 1.7 |
| TOTAL INSTALL | | | | | | | | | 2 | 3.6 |
| TOTAL COST (BP-1100) | | | | | | | | | 2 | 40.4 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S
Models of Aircraft Affected: VC-25A

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-25 Class P
PE 0401314F Team MOBIL

Description/Justification

VC-25 is an FAA certified aircraft. Service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to correct FAA identified deficiencies. Increase in Service Bulletins in FY98 was due to VHF 8.33 radios and Protected-Instrument Landing System (P-ILS) Service Bulletins for European operations. Increased funding in FY99 of \$2.7M was for Fuel Quantity Indicator System (FQIS) modification which was approved via MN 9330. A service bulletin was issued for this requirement. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INITIAL SPARES | | | | | | | | | | | | |
| (EXEMPT) | | | | | | | | | | | | |
| SVC BULLETINS | | 9.9 | | 0.6 | | 0.6 | | 0.9 | | 1.0 | | 0.8 |
| TOTAL COST (BP-1100) | | 9.9 | | 0.6 | | 0.6 | | 0.9 | | 1.0 | | 0.8 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INITIAL SPARES (EXEMPT) | | | | | | | | | | |
| SVC BULLETINS | | 0.9 | | 0.9 | | | | | | 15.6 |
| TOTAL COST (BP-1100) | | 0.9 | | 0.9 | | | | | | 15.6 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-92

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: LOW COST MODIFICATIONS MN-99999X
Models of Aircraft Affected: VC-25A

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-25 Class P
PE 0401314F Team MOBIL

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

Description/Justification

These are low cost modifications necessary to improve reliability, maintainability, safety and mission performance, and to reduce logistics costs. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INITIAL SPARES | | | | | | | | | | | | |
| (EXEMPT) | | | | | | | | | | | | |
| AIRCRAFT | | 1.7 | | 0.1 | | 0.8 | | 1.9 | | 0.3 | | 0.3 |
| TOTAL COST (BP-1100) | | 1.7 | | 0.1 | | 0.8 | | 1.9 | | 0.3 | | 0.3 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INITIAL SPARES | | | | | | | | | | |
| (EXEMPT) | | | | | | | | | | |
| AIRCRAFT | | 0.1 | | 0.1 | | 1.1 | | | | 6.4 |
| TOTAL COST (BP-1100) | | 0.1 | | 0.1 | | 1.1 | | | | 6.4 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-99

Contract Date (Month/CY)

Delivery Date (Month/CY)

Installation Schedule

FY-99

| Quarters | 1 | 2 | 3 | 4 |
|----------|---|---|---|---|
| Input | | | | |
| Output | | | | |

UNCLASSIFIED

| | | | | | | | | |
|--|-----------|-----------|----------|-------------------------------------|-----------|-----------|--------------------------|-----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-130 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$163.243 | \$101.090 | \$57.936 | \$114.404 | \$205.198 | \$264.170 | \$304.855 | \$398.381 |

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 FY02 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY02 are the Autopilot/Ground Collision Avoidance System (GCAS) and the AAR-47 Sensor Upgrades. The specific modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|---------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P-S | 99999A | LOW COST SAFETY M | | 0.1 | 0.1 | 0.6 | 0.1 | 1.8 | 0.4 | 0.1 | 5.7 | 8.9 |
| TOTAL FOR CLASS P-S | | | 0.0 | 0.1 | 0.1 | 0.6 | 0.1 | 1.8 | 0.4 | 0.1 | 5.7 | 8.9 |
| P | 11130 | PODDED RECONNAISS | 9.4 | | | | | | | | | 9.4 |
| | 12603B | APQ-122 RADAR REPL | 1.8 | | | | | | | | | 135.0 |
| | 17605B | AUTOPILOT/GCAS | 45.6 | 8.6 | 15.3 | 5.4 | 3.4 | 0.6 | | | | 261.9 |
| | 18600B | ELECTRICAL SYSTEM | 27.9 | 4.8 | 5.4 | 5.7 | 3.5 | | | | | 103.1 |
| | 18603B | FUEL QTY SYS UPGRA | 1.2 | 1.8 | 1.7 | | | | | | | 17.8 |
| | 3149 | INSTL OF SOLID-STATE | 5.0 | 0.7 | | | | | | | | 5.8 |
| | 3190 | SCNS | 0.2 | | | | | | | | | 417.3 |
| | 3353 | HF AUTO COMM PROC | 2.5 | 0.1 | | | | | | | | 48.8 |
| | 3455 | AIRLIFT DEFENSIVE SY | 14.5 | 6.3 | 3.9 | 0.3 | | | | | | 115.8 |
| | 3587 | MICROWAVE LANDING | 0.1 | 0.1 | | | | | | | | 34.7 |
| | 6040 | ENGINES | 1.5 | 5.9 | 0.8 | | 2.1 | 6.2 | 5.7 | 5.8 | | 28.0 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 53 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | | DATE June 2001 | |
|--|-----------|-----------|----------|------------------------------|-----------|-----------|-----------|-------------------|--|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-130 | | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | |
| COST (In Mil) | \$163.243 | \$101.090 | \$57.936 | \$114.404 | \$205.198 | \$264.170 | \$304.855 | \$398.381 | |

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 FY02 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY02 are the Autopilot/Ground Collision Avoidance System (GCAS) and the AAR-47 Sensor Upgrades. The specific modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|-------|--------|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| | 8109 | ARMOR PLATING | | 1.8 | 1.8 | | | | | | | 9.2 |
| | 8220 | ALR-69 (RWR) | 1.1 | 1.0 | 1.1 | 15.6 | 13.9 | 15.3 | 37.4 | 38.3 | 106.3 | 275.4 |
| | 8385 | AN/AAQ-22M (FLIR) | | 3.0 | | | | | | | | 8.9 |
| | 8424 | AEROSPACE RESCUE | 2.6 | 6.2 | 6.2 | 14.6 | 33.0 | 16.5 | | | | 94.1 |
| | 8448 | BLEED AIR DUCT REPL | 2.8 | 1.8 | 1.5 | | | | | | | 7.4 |
| | 8455 | INSTALLATION OF AN/ | 8.0 | 1.1 | 0.1 | 0.1 | 0.1 | | | | | 19.5 |
| | 8516 | IP1310 REPLACEMENT | | 1.8 | 1.0 | 0.5 | | | | | | 3.2 |
| | 8517 | C-130 AVIONICS MODE | | | | | 80.8 | 180.2 | 213.6 | 303.3 | 2,479.8 | 3,260.0 |
| | 8520 | NVIS | 1.4 | 0.7 | 0.5 | | | | | | | 4.1 |
| | 8526 | ENHANCED TCAS (TCA | 18.0 | 20.1 | 2.1 | 3.6 | 0.3 | | | | | 77.8 |
| | 8527 | UPGRADE C-130 CREW | 0.1 | | | | | | | | | 0.1 |
| | 8553 | EMERGENCY ESSENTI | 0.5 | 0.3 | | | | | | | | 0.8 |
| | 8558 | INSTALLATION OF 3 RE | 0.5 | 0.2 | | | | | | | | 0.7 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 53 | PAGE NO. 2 | |
|--|-------------------------------|---------------|--|

| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|-----------|-----------|----------|------------------------------|-----------|-----------|-------------------|-----------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-130 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$163.243 | \$101.090 | \$57.936 | \$114.404 | \$205.198 | \$264.170 | \$304.855 | \$398.381 |

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 FY02 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY02 are the Autopilot/Ground Collision Avoidance System (GCAS) and the AAR-47 Sensor Upgrades. The specific modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|-------|--------|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| | 8561 | SYNCHROPHASER WIR | 1.2 | 4.8 | 5.3 | 6.5 | 2.6 | 2.5 | | | | 22.9 |
| | 8562 | C-130 GENERATOR DIS | 1.0 | 1.2 | 2.5 | 1.7 | | | | | | 6.4 |
| | 8577 | ALE-47 CHAFF AND FL | | 1.3 | 2.5 | 4.6 | 2.1 | | | | | 10.5 |
| | 8591 | ALR-69 UPGRADE | | | | 10.1 | 10.4 | 11.0 | 11.6 | 11.9 | | 54.9 |
| | 8626 | C-130 SIMULATOR UPG | 7.3 | 4.5 | 3.7 | 2.5 | | | | | | 18.0 |
| | 8629 | LARGE AIRCRAFT INFR | | | | 33.7 | 47.2 | 6.1 | 7.9 | | | 94.8 |
| | 8651 | AAR-47 SENSOR UPGR | | | 1.7 | 7.9 | 5.6 | 5.0 | | | | 20.2 |
| | 8662 | AETC MTD UPGRADES- | | | | | | 3.4 | | | | 3.4 |
| | 8676 | DUAL VHF RADIOS ON | | 1.9 | 0.4 | | | | | | | 2.3 |
| | 99999M | MISC SIMULATOR UPD | | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 5.7 | 6.0 |
| | 99999S | SERVICE BULLETINS | | 0.2 | 0.1 | 0.3 | 0.1 | 1.2 | 0.1 | 0.1 | 5.7 | 7.8 |
| | 99999X | LOW COST MODIFICAT | | 1.1 | 0.4 | 0.6 | 0.1 | 1.9 | 0.1 | 0.1 | 5.7 | 14.0 |
| | CWREPL | SYSTEMS/STRUCTURE | | | | | | 12.3 | 28.2 | 38.8 | 116.8 | 196.2 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 53 | PAGE NO. 3 | |
|--|-------------------------------|---------------|--|

| | | | | | | | | |
|--|-----------|-----------|----------|-------------------------------------|-----------|-----------|--------------------------|-----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-130 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$163.243 | \$101.090 | \$57.936 | \$114.404 | \$205.198 | \$264.170 | \$304.855 | \$398.381 |

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 FY02 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY02 are the Autopilot/Ground Collision Avoidance System (GCAS) and the AAR-47 Sensor Upgrades. The specific modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | DC101 | FM IMMUNITY | 6.9 | 1.1 | | | | | | | | 8.0 |
| | Z88888 | REPROGRAMMINGS | 1.9 | 18.4 | | | | | | | | 25.3 |
| TOTAL FOR CLASS P | | | 163.3 | 101.1 | 58.0 | 113.9 | 205.3 | 262.3 | 304.6 | 398.5 | 2,720.0 | 5,429.7 |
| TOTAL FOR AIRCRAFT C-130 | | | 163.3 | 101.2 | 58.1 | 114.5 | 205.4 | 264.2 | 305.1 | 398.6 | 2,725.7 | 5,438.5 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 53 | PAGE NO. 4 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: PODDED RECONNAISSANCE SYSTEM MN-11130

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0207217F Team INFO

Models of Aircraft Affected: Multiple

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The Podded Reconnaissance System (PRS) modifies wing mounted pods containing reconnaissance systems for Air National Guard (ANG) F-16s and ANG C-130s. SCATHE VIEW is a low profile, situation awareness imagery system to be used by the Warfighter in low threat environments. The system consists of C-130s, modified to carry the sensor and operator pallet, an Electro-Optic/Infrared (EO/IR) imagery sensor, and a PC based ground processing station. The sensor and operator's operator pallet are easily moved from aircraft to aircraft. FY00 funds modify eight Reno Air National Guard (ANG) C-130s to carry identical imagery sensor suites and updates the USAFE operator pallets to a common configuration. The two (2) update kits are listed as change orders for funding purposes. Three suites of sensors are being purchased for the ANG.

Aircraft Breakdown: Active 0, Reserve 0, ANG 8

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 8 | 0.8 | | | | | | | | |
| KITS NONRECUR | | | | 0.2 | | | | | | | | |
| EQUIPMENT | | | [3] | 5.8 | | | | | | | | |
| EQUIP | | | | 0.5 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | [2] | 1.7 | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 8 KITS | | | | 0.4 | [8] | | | | | | | |
| TOTAL INSTALL | | | | 0.4 | 8 | | | | | | | |
| TOTAL COST (BP-1100) | | | 8 | 9.4 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 8 | 0.8 |
| KITS NONRECUR | | | | | | | | | | 0.2 |
| EQUIPMENT | | | | | | | | | [3] | 5.8 |
| EQUIP NONREC | | | | | | | | | | 0.5 |
| CHANGE ORDERS | | | | | | | | | [2] | 1.7 |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 8 KITS | | | | | | | | | [8] | 0.4 |
| TOTAL INSTALL | | | | | | | | | 8 | 0.4 |
| TOTAL COST (BP-1100) | | | | | | | | | 8 | 9.4 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 8 Months

Follow-On Lead Time: 8 Months

Milestones

| | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | 12/00 | |
| Delivery Date (Month/CY) | | 08/01 | |

Installation Schedule

| | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | |
| Input | | | | | | | | | | | | 8 |
| Output | | | | | | | | | | | | 8 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: APQ-122 RADAR REPLACEMENT MN-12603B
Models of Aircraft Affected: C-130E

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

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 Mean Time Between Failure (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 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 Transition from ICS began Jan FY99.

Aircraft Breakdown: Active 50, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 49 | 4.8 | | | | | | | | | | |
| KITS NONRECUR | 1 | 7.1 | | | | | | | | | | |
| EQUIPMENT | [49] | 29.0 | | | | | | | | | | |
| EQUIP | [1] | 29.0 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 7.6 | | 1.0 | | | | | | | | |
| DATA | | 4.4 | | | | | | | | | | |
| SIM/TRAINER | | 4.4 | | | | | | | | | | |
| SUPPORT-EQUIP | | 24.1 | | 0.8 | | | | | | | | |
| ICS | | 22.2 | | | | | | | | | | |
| FLIGHT TEST | | 0.4 | | | | | | | | | | |
| OGC | | 0.2 | | | | | | | | | | |
| 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 | 133.2 | | 1.8 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| 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 | | | | | | | | | | 8.5 |
| DATA | | | | | | | | | | 4.4 |
| SIM/TRAINER | | | | | | | | | | 4.4 |
| SUPPORT-EQUIP | | | | | | | | | | 24.9 |
| ICS | | | | | | | | | | 22.2 |
| FLIGHT TEST | | | | | | | | | | 0.4 |
| OGC | | | | | | | | | | 0.2 |
| 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 | 135.0 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 28 Months

Follow-On Lead Time: 45 Months

Milestones

| | <u>FY-87</u> | <u>FY-88</u> | <u>FY-89</u> | <u>FY-90</u> | <u>FY-91</u> | <u>FY-92</u> | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 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

| | <u>FY-87</u> | | | | <u>FY-88</u> | | | | <u>FY-89</u> | | | | <u>FY-90</u> | | | | <u>FY-91</u> | | | | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | | | 1 | | | | | | | | | | | | 1 | | | | 2 | 3 | 2 | 6 | 6 |
| Output | | | | | | | | | | | | | 1 | | | | | | | | | | | | 1 | | | | 2 | 3 | 2 | 6 | 6 |

Installation Schedule Continued

| | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| 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 | | |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: AUTOPILOT/GCAS MN-17605B
 Models of Aircraft Affected: ALL C-130

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

This modification is a three part program. Part one- replaces the obsolete E-4 Autopilot system with the AYW-1 Autopilot and installs the Ground Collision Avoidance System (GCAS) on selected C-130 aircraft. Part two- replaces the obsolete E-4 Autopilot system with a dual AYW-1 Autopilot system and GCAS on MC-130H, AC-130U, and 3 C-130H(2) aircraft. Part three-replaces the obsolete Ground Proximity Warning System with the GCAS on selected C-130H and LC-130H aircraft. 631 kits bought but only 618 installed due to retirement of 13 C-130E aircraft. Extra kits will be used for spares.
 PMD 2264(8), 7 Jul 99

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

(Part One)

| | ACC | AMC | AETC | AFRC | ANG | PACAF | USAFE | AFSOC | TOTAL |
|----------|-----|-----|------|------|-----|-------|-------|-------|-------|
| C-130E | 1 | 40 | 30 | 24 | 57 | 13 | 19 | 4 | 188 |
| C-130H | | 29 | | | | 18 | | | 47 |
| AC-130H | | | | | | | | 8 | 8 |
| EC-130E | 7 | | | | 2 | | | | 9 |
| EC-130H | 15 | | | | | | | | 15 |
| HC-130N | | | | 4 | | | | | 4 |
| HC-130P | 11 | | 2 | 6 | 3 | | | | 22 |
| WC-130H | | | | 10 | | | | | 10 |
| MC-130E | | | | 14 | | | | | 14 |
| MC-130P | | | 4 | | 4 | | | 20 | 28 |
| SUBTOTAL | 34 | 69 | 36 | 58 | 66 | 31 | 19 | 32 | 345 |

(Part Two)

| | AFSOC | ANG | AETC | TOTAL |
|-----------|-------|-----|------|-------|
| AC-130U | 13 | | | 13 |
| MC-130H | 21 | | 3 | 24 |
| C-130H(2) | | 3 | | 3 |
| SUBTOTAL | 37 | 3 | 3 | 40 |

(Part Three)

| | ANG | AFRC | AMC | TOTAL |
|----------|-----|------|-----|-------|
| C-130H | 134 | 75 | 14 | 223 |
| LC-130H | 7 | | | 7 |
| HC-130N | 3 | | | 3 |
| SUBTOTAL | 144 | 75 | 14 | 233 |

Description/Justification Continued

FY00 kit buys are all autopilot kits (no GCAS) including 20 duals & 55 AFSOC/Spec Mission kits resulting in higher kit unit cost. FY00 was last contract option & required a 2 year install schedule due to # of AFSOC/Spec Mission a/c. Renegotiation would have resulted in even higher kit costs (est 30-50% incr due to contractor shut down and tool-up time.

Aircraft Breakdown: Active 272, Reserve 133, ANG 213

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 510 | 18.0 | 110 | 9.7 | | | | | | | | |
| KITS NONRECUR | 10 | 7.0 | 1 | 1.4 | | | | | | | | |
| EQUIPMENT | [510] | 54.5 | [110] | 20.8 | | | | | | | | |
| EQUIP | [10] | 37.3 | [1] | 0.5 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 3.9 | | 1.7 | | 0.2 | | 0.4 | | 0.6 | [1] | 1.5 |
| DATA | | 6.7 | | 2.5 | | 2.4 | | 0.3 | | | | |
| SIM/TRAINER | [11] | 6.2 | [5] | 1.6 | | | | | | | | |
| SUPPORT-EQUIP | | 6.2 | | 0.2 | | | | | | | | |
| OGC | | 0.0 | | 0.0 | | | | | | | | |
| SOFTWARE | | 7.3 | | | | | | | | | | |
| WARRANTY | | 2.5 | | | | | | | | | | |
| FLT TEST | | 0.9 | | 0.1 | | 0.1 | | | | | | |
| T.O. Printing | | 0.1 | | 0.1 | | | | 0.1 | | | | |
| TRAINING | | | | 0.2 | | | | | | | | |
| ICS | | | | | | 0.3 | | 0.3 | | | | |
| OTHER REPROG | | | | | | | | 7.6 | | | | |
| PMA | | 5.5 | | 1.2 | | 0.8 | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-92 1 KITS | [1] | 0.0 | | | | | | | | | | |
| FY-94 111 KITS | [111] | 5.0 | | | | | | | | | | |
| FY-96 148 KITS | [148] | 14.2 | | | | | | | | | | |
| FY-97 116 KITS | [93] | 7.7 | [23] | 1.1 | | | | | | | | |
| FY-98 65 KITS | | | [64] | 3.7 | [1] | | | | | | | |
| FY-99 79 KITS | | | [17] | 0.8 | [62] | 4.1 | | | | | | |
| FY-00 111 KITS | | | | | [11] | 0.8 | [45] | 6.7 | [30] | 4.9 | [6] | 1.9 |
| TOTAL INSTALL | 353 | 26.9 | 104 | 5.6 | 74 | 4.9 | 45 | 6.7 | 30 | 4.9 | 6 | 1.9 |
| TOTAL COST (BP-1100) | 520 | 183.0 | 111 | 45.6 | | 8.6 | | 15.3 | | 5.4 | | 3.4 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 620 | 27.7 |
| KITS NONRECUR | | | | | | | | | 11 | 8.4 |
| EQUIPMENT | | | | | | | | | [620] | 75.4 |
| EQUIP NONREC | | | | | | | | | [11] | 37.8 |
| CHANGE ORDERS | | | | | | | | | [1] | 8.3 |
| DATA | | | | | | | | | | 11.9 |
| SIM/TRAINER | | | | | | | | | [16] | 7.8 |
| SUPPORT-EQUIP | | | | | | | | | | 6.4 |
| OGC | | | | | | | | | | 0.0 |
| SOFTWARE | | | | | | | | | | 7.3 |
| WARRANTY | | | | | | | | | | 2.5 |
| FLT TEST | | | | | | | | | | 1.0 |
| T.O. Printing | | | | | | | | | | 0.2 |
| TRAINING | | | | | | | | | | 0.2 |
| ICS | | | | | | | | | | 0.5 |
| OTHER REPROG | | | | | | | | | | 7.6 |
| PMA | | | | | | | | | | 7.5 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-92 1 KITS | | | | | | | | | [1] | 0.0 |
| FY-94 111 KITS | | | | | | | | | [111] | 5.0 |
| FY-96 148 KITS | | | | | | | | | [148] | 14.2 |
| FY-97 116 KITS | | | | | | | | | [116] | 8.8 |
| FY-98 65 KITS | | | | | | | | | [65] | 3.7 |
| FY-99 79 KITS | | | | | | | | | [79] | 4.9 |
| FY-00 111 KITS | [6] | 0.6 | | | | | | | [98] | 14.9 |
| TOTAL INSTALL | 6 | 0.6 | | | | | | | 618 | 51.5 |
| TOTAL COST (BP-1100) | | 0.6 | | | | | | | 631 | 261.9 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Milestones

| | <u>FY-92</u> | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 06/92 | | 09/94 | | 06/96 | 03/97 | 06/98 | 01/99 | 12/99 | | | | | |
| Delivery Date (Month/CY) | 06/94 | | 06/95 | | 06/97 | 03/98 | 06/99 | 01/00 | 12/00 | | | | | |

Installation Schedule

| | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | | | | |
|----------|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|---|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|---|---|---|---|---|
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | 1 | 1 | 8 | 8 | 8 | 7 | 16 | 17 | 16 | 17 | 10 | 10 | 10 | 10 | 11 | 18 | 17 | 18 | 17 | 38 | 38 | 34 | 33 | | | | | |
| Output | | | | | | | | | 1 | 1 | 8 | 8 | 8 | 7 | 16 | 17 | 16 | 17 | 10 | 10 | 10 | 10 | 11 | 18 | 17 | 18 | 17 | 38 | 38 | 34 | 33 | | | | | |
| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | | | | | | | | | | | | |
| 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 | 26 | 26 | 26 | 26 | 18 | 18 | 19 | 19 | 11 | 11 | 11 | 12 | 8 | 8 | 7 | 7 | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | | | |
| Output | 26 | 26 | 26 | 26 | 18 | 18 | 19 | 19 | 11 | 11 | 11 | 12 | 8 | 8 | 7 | 7 | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | | | |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: ELECTRICAL SYSTEM UPGRADE MN-18600B
 Models of Aircraft Affected: C-130E/H/N/P/U

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

This mod upgrades the C-130 electrical power system that was designed in the 1950's. Modern avionic systems are dependent on solid-state circuits and computer support which makes them more susceptible to disruptive electrical transients/spikes within the system. The C-130 will continue to be a viable part of the airlift forces into the next century and will need 'clean' electrical power for new avionics systems to operate properly and reliably. FY00 kits will be phase delivered. PMD 2264(2). AFSOC: 4E's, ACC: 1E, 7 ECE's, 14 ECH's, 9HCP's AETC: 45E's AFMC: 1EH's, 1NH's AFRC: 30E's, 55H's, 4HN's, 4HP's, 10WH's AMC: 45E's, 29H's ANG: 64E's, 104H's, 3HN's, 7HP's, 4LH's PACAF: 18H's. Total buy was 437; revised installation total is 396 based HQ AMC decision to not modify C-130E aircraft scheduled retirement.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 128, Reserve 115, ANG 153

Development Status

N/A..

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 253 | 36.8 | 180 | 21.8 | | | | | | | | |
| KITS NONRECUR | 4 | 2.6 | | | | | | | | | | |
| EQUIPMENT | [257] | 6.3 | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 1.7 | | 3.9 | | 2.1 | | 0.1 |
| DATA | | 2.7 | | | | | | 0.2 | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.1 | | | | | | | | | | |
| FLIGHT TEST | | 0.1 | | | | | | | | | | |
| REFURB | | | | | | 0.0 | | 0.7 | | | | |
| WARRANTY | | | | | | | | | | | | |
| OGC | | 2.8 | | 0.1 | | 0.7 | | 0.7 | | | | |
| OTHER | | | | | | 1.4 | | | | | | |
| PMA | | | | | | 0.1 | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-92 2 KITS | [2] | 0.1 | | | | | | | | | | |
| FY-93 2 KITS | [2] | 0.1 | | | | | | | | | | |
| FY-94 62 KITS | [62] | 2.2 | | | | | | | | | | |
| FY-95 22 KITS | [22] | 1.0 | | | | | | | | | | |
| FY-96 42 KITS | [23] | 1.0 | [19] | 1.4 | | | | | | | | |
| FY-97 54 KITS | | | [54] | 4.0 | | | | | | | | |
| FY-99 73 KITS | | | [9] | 0.7 | [28] | 0.9 | | | [36] | 1.4 | | |
| FY-00 180 KITS | | | | | | | | | [53] | 2.1 | [86] | 3.3 |
| TOTAL INSTALL | 111 | 4.4 | 82 | 6.0 | 28 | 0.9 | | | 89 | 3.6 | 86 | 3.3 |
| TOTAL COST (BP-1100) | 257 | 55.8 | 180 | 27.9 | | 4.8 | | 5.4 | | 5.7 | | 3.5 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 433 | 58.6 |
| KITS NONRECUR | | | | | | | | | 4 | 2.6 |
| EQUIPMENT | | | | | | | | | [257] | 6.3 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 7.8 |
| DATA | | | | | | | | | | 2.9 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.1 |
| FLIGHT TEST | | | | | | | | | | 0.1 |
| REFURB | | | | | | | | | | 0.7 |
| WARRANTY | | | | | | | | | | |
| OGC | | | | | | | | | | 4.3 |
| OTHER | | | | | | | | | | 1.4 |
| PMA | | | | | | | | | | 0.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-92 2 KITS | | | | | | | | | [2] | 0.1 |
| FY-93 2 KITS | | | | | | | | | [2] | 0.1 |
| FY-94 62 KITS | | | | | | | | | [62] | 2.2 |
| FY-95 22 KITS | | | | | | | | | [22] | 1.0 |
| FY-96 42 KITS | | | | | | | | | [42] | 2.4 |
| FY-97 54 KITS | | | | | | | | | [54] | 4.0 |
| FY-99 73 KITS | | | | | | | | | [73] | 3.0 |
| FY-00 180 KITS | | | | | | | | | [139] | 5.5 |
| TOTAL INSTALL | | | | | | | | | 396 | 18.2 |
| TOTAL COST (BP-1100) | | | | | | | | | 437 | 103.1 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Milestones Continued

Contract Date (Month/CY)

Delivery Date (Month/CY)

Installation Schedule

| | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | | | | | |
|----------|--------------|----|----|----|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|----|----|----|----|
| 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 | 1 | 2 | 3 | 4 | |
| Input | | | | | | | | | | | | | | | | | 1 | 1 | | | | | | | 1 | 1 | 9 | 9 | 9 | | | | | 20 | 20 | 20 | 20 |
| Output | | | | | | | | | | | | | | | | | 1 | 1 | | | | | | | 1 | 1 | 9 | 9 | 9 | | | | | 20 | 20 | 20 | 20 |
| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | | | | | | | | | | |
| 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 | 20 | 20 | 21 | 21 | 28 | | | | | | | | | 22 | 22 | 22 | 23 | 21 | 21 | 22 | 22 | | | | | | | | | | | | | | | | |
| Output | 20 | 20 | 21 | 21 | 28 | | | | | | | | | 22 | 22 | 22 | 23 | 21 | 21 | 22 | 22 | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: FUEL QTY SYS UPGRADE ON C-130H MN-18603B
Models of Aircraft Affected: EC-130H/C130H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

Modification upgrades the fuel quantity system on early (FY73-74) E/C-130H aircraft by installing externally mounted fuel probes. These are the same probes installed on the later H-model aircraft, so no new development is required. Installation of the external probes is accomplished by installation of a new outer wing (when available from retiring E-models) which already have external probes. 12 EC-130H are also receiving digital fuel quantity indicators. Modification decreases maintenance hours approximately 90 hours per probe due to improved accessibility and increases MTBF of the fuel indicators to 3500 hours. PMD 2265(4), Appendix M. ACC: 12 ECH Compass Call; AMC: 29 H-1, 1 Prototype (H1 Wing); PACAF: 18 H-1

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 40 | 2.6 | 5 | 0.0 | 8 | 0.0 | 6 | 0.0 | | | | |
| KITS NONRECUR | 1 | 0.9 | | | | | | | | | | |
| EQUIPMENT | [40] | 2.2 | [5] | 0.1 | [8] | 0.0 | [6] | 0.0 | | | | |
| EQUIP | [1] | 0.1 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.0 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| SHIPPING FIXTURES | | 0.4 | | | | 0.1 | | 0.0 | | | | |
| OGC | | 0.2 | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-92 3 KITS | [3] | 0.3 | | | | | | | | | | |
| FY-93 11 KITS | [11] | 2.6 | | | | | | | | | | |
| FY-94 20 KITS | [17] | 3.8 | [3] | 0.5 | | | | | | | | |
| FY-99 7 KITS | | | [4] | 0.7 | [3] | 0.5 | | | | | | |
| FY-00 5 KITS | | | | | [3] | 0.5 | [2] | 0.3 | | | | |
| FY-01 8 KITS | | | | | [4] | 0.7 | [4] | 0.6 | | | | |
| FY-02 6 KITS | | | | | | | [6] | 0.6 | | | | |
| TOTAL INSTALL | 31 | 6.7 | 7 | 1.2 | 10 | 1.7 | 12 | 1.6 | | | | |
| TOTAL COST (BP-1100) | 41 | 13.1 | 5 | 1.2 | 8 | 1.8 | 6 | 1.7 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 59 | 2.7 |
| KITS NONRECUR | | | | | | | | | 1 | 0.9 |
| EQUIPMENT | | | | | | | | | [59] | 2.4 |
| EQUIP NONREC | | | | | | | | | [1] | 0.1 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.0 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| SHIPPING FIXTURES | | | | | | | | | | 0.5 |
| OGC | | | | | | | | | | 0.2 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-92 3 KITS | | | | | | | | | [3] | 0.3 |
| FY-93 11 KITS | | | | | | | | | [11] | 2.6 |
| FY-94 20 KITS | | | | | | | | | [20] | 4.3 |
| FY-99 7 KITS | | | | | | | | | [7] | 1.2 |
| FY-00 5 KITS | | | | | | | | | [5] | 0.8 |
| FY-01 8 KITS | | | | | | | | | [8] | 1.3 |
| FY-02 6 KITS | | | | | | | | | [6] | 0.6 |
| TOTAL INSTALL | | | | | | | | | 60 | 11.1 |
| TOTAL COST (BP-1100) | | | | | | | | | 60 | 17.8 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 18 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

| | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|--|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | |
| Input | | | | | | | | | | | | | 1 | | | | 1 | 1 | 2 | | | | 1 | | 3 | 2 | 5 | 1 | 1 | 3 | 2 | 2 | 1 | 4 | 1 | |
| Output | | | | | | | | | | | | | 1 | | | | 1 | 1 | 2 | | | | 1 | | 3 | 2 | 5 | 1 | 1 | 3 | 2 | 2 | 2 | 1 | 4 | |

Installation Schedule Continued

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 2 | 2 | 2 | 1 | 3 | 1 | 5 | 1 | 4 | 3 | 3 | 2 | | | | |
| Output | 1 | 2 | 2 | 2 | 1 | 3 | 1 | 5 | 1 | 4 | 3 | 3 | 2 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P

Modification Title and No: INSTL OF SOLID-STATE FLIGHT DATA RECORDER MN-3149

Models of Aircraft Affected: C-130 (ALL EXCEPT MC-130H,
AC-130U, C-130J)

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

Description/Justification

This safety-related 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 Broad Area Review (BAR) recommendation for a replacement recorder. The existing tape-based recorder & download equipment are unsupported. 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. 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.

Aircraft Breakdown: Active 151, Reserve 137, ANG 195

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 483 | 3.5 | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 0.1 | | | | | | |
| DATA | | | | | | 0.6 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | 1.3 | | | | | | | | |
| SOFTWARE | | | | 0.0 | | | | | | | | |
| INSTALLATION OF H | | | | | [483] | | | | | | | |
| OGC | | | | 0.0 | | 0.0 | | | | | | |
| T.O. Printing | | | | 0.1 | | | | | | | | |
| TOTAL COST (BP-1100) | | | 483 | 5.0 | | 0.7 | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 483 | 3.5 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.1 |
| DATA | | | | | | | | | | 0.6 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 1.3 |
| SOFTWARE | | | | | | | | | | 0.0 |
| INSTALLATION OF H | | | | | | | | | [483] | |
| OGC | | | | | | | | | | 0.1 |
| T.O. Printing | | | | | | | | | | 0.1 |
| TOTAL COST (BP-1100) | | | | | | | | | 483 | 5.8 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 8 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 06/00 | 02/01 | |
| Delivery Date (Month/CY) | 12/00 | 10/01 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: HF AUTO COMM PROCESSOR (ACP) MN-3353
Models of Aircraft Affected: C-130E/H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

This modification supports Air 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. A total of 656 installs for ACS will be accomplished. Group A deltas from the basic ACP kit are indicated on the change order line (SCNS Only). FY98 buy of 43 Gp A was necessitated by MDS changes & non-retiring A/C. A total of 349 Gp B were anticipated to be provided at no cost--excess from other platforms. 78 Gp B were actually provided. Buys in FY98-99 are for the 225 Gp B. Program is short 46 ea Gp B. 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 Qty of 608 in FY's 95-97 on the Change Order line is for changes necessary for ACP to work on SCNS aircraft and is applicable only to SCNS equipped aircraft. PMD: 0924(1)/T3353.

Aircraft Breakdown: Active 278, Reserve 133, ANG 245

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 643 | 5.5 | | | | | | | | | | |
| KITS NONRECUR | 13 | 0.4 | | | | | | | | | | |
| EQUIPMENT | [519] | 15.6 | | | | | | | | | | |
| EQUIP | [13] | 1.0 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | [608] | 9.0 | | | | | | | | | | |
| DATA | | 7.9 | | | | | | | | | | |
| SIM/TRAINER | | | [12] | 2.1 | | | | | | | | |
| SUPPORT-EQUIP | | 1.3 | | | | | | | | | | |
| OGC | | 0.6 | | | | | | | | | | |
| FLIGHT TEST | | 0.0 | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-90 | 56 KITS | [56] | | 0.5 | | | | | | | | |
| FY-91 | 36 KITS | [36] | | 0.5 | | | | | | | | |
| FY-92 | 349 KITS | [349] | | 3.9 | | | | | | | | |
| FY-93 | 68 KITS | | [68] | 0.4 | | | | | | | | |
| FY-94 | 104 KITS | [30] | | 0.2 | [12] | 0.1 | | | | | | |
| FY-98 | 43 KITS | | | | | | | | | | | |
| TOTAL INSTALL | | 471 | | 5.0 | 68 | 0.4 | 12 | 0.1 | | | | |
| TOTAL COST (BP-1100) | | 656 | | 46.2 | | 2.5 | | 0.1 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 643 | 5.5 |
| KITS NONRECUR | | | | | | | | | 13 | 0.4 |
| EQUIPMENT | | | | | | | | | [519] | 15.6 |
| EQUIP NONREC | | | | | | | | | [13] | 1.0 |
| CHANGE ORDERS | | | | | | | | | [608] | 9.0 |
| DATA | | | | | | | | | | 7.9 |
| SIM/TRAINER | | | | | | | | | [12] | 2.1 |
| SUPPORT-EQUIP | | | | | | | | | | 1.3 |
| OGC | | | | | | | | | | 0.6 |
| FLIGHT TEST | | | | | | | | | | 0.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-90 56 KITS | | | | | | | | | [56] | 0.5 |
| FY-91 36 KITS | | | | | | | | | [36] | 0.5 |
| FY-92 349 KITS | | | | | | | | | [349] | 3.9 |
| FY-93 68 KITS | | | | | | | | | [68] | 0.4 |
| FY-94 104 KITS | | | | | | | | | [42] | 0.3 |
| FY-98 43 KITS | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | | | 551 | 5.5 |
| TOTAL COST (BP-1100) | | | | | | | | | 656 | 48.8 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

| | <u>FY-90</u> | <u>FY-91</u> | <u>FY-92</u> | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 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

| | <u>FY-90</u> | | | | <u>FY-91</u> | | | | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 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 | 18 | 22 | 27 | 22 | 25 | 29 | 33 | 36 |
| Output | | | | | | | | | | 1 | 1 | | | | 3 | | | 1 | 2 | 3 | 1 | | 3 | 1 | 4 | 15 | 23 | 24 | 27 | 23 | 28 | 34 | 38 |

Installation Schedule Continued

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|----------|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 41 | 39 | 36 | 32 | 17 | 25 | 27 | 22 | 16 | 18 | 15 | 19 | 29 | 31 | 27 | 30 |
| Output | 38 | 42 | 33 | 35 | 15 | 27 | 24 | 25 | 13 | 21 | 12 | 22 | 25 | 35 | 24 | 33 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: AIRLIFT DEFENSIVE SYSTEMS MN-3455
Models of Aircraft Affected: C-130, E, H, N/P, EC-130

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

The C-130 users has a long standing mission need for Airlift Defensive Systems (ADS) which will improve aircrew survivability. The ADS consists of a missile warning system (MWS) and a flare and chaff dispenser. Numerous aircraft configurations have resulted in the production of several kit types whose hardware and installation costs vary significantly. FY99/00 kits procured and some kits showing installation before delivery date, therefore, causing total installation time to take five quarters. The reason for this deviation is because a portion of these kits are smaller conversion kits used to convert AFRC acft from ALE-40 to ALE-47. Lead time and install time is very short compared to the full up kits. The 24-month lead time is based on the long-lead time for full up kits. Conversion/upgrade kits cost significantly less than the full-up kits. FY97 retrofit dollars is for additional hardware to retrofit 17 Snow Storm aircraft using full up ADS kits. FY99-00 Change order: fleet wide processor upgrade for AAR-47. HQ AMC/XR directed the SPO not to purchase 6 B kits in FY 00 for ANG aircraft as those kits would be pulled off of retiring ANG aircraft and installed on those aircraft remaining in the inventory.

PMD: 9246 (2) CMNS directed installation of the ALQ-131 pod and pylons on 19 C-130E (AWADS) and 10 AFRC C-130H aircraft. All ALQ-131 installs occurred in FY96/1. Initial kits for the program were accomplished under a CMNS for the 29 aircraft mentioned above. Follow-on full-up kit required longer lead time.

Funding was transferred from the ADS program for the commodity upgrade for the AAR-47 and placed on the AAR-47 Sensor Upgrade P3A MN-8651.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 166, Reserve 113, ANG 153

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 2.3 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 378 | 13.2 | 51 | 2.6 | 3 | 0.2 | | | | | | |
| KITS NONRECUR | [1] | 3.1 | | | | | | | | | | |
| EQUIPMENT | [378] | 46.1 | [45] | 5.5 | [3] | 0.5 | | | | | | |
| EQUIP | [1] | 0.1 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 2.3 | | 0.2 | | | | | | | | |
| DATA | | 0.4 | | 1.6 | | | | | | | | |
| SIM/TRAINER | [11] | 0.3 | | | | | | | | | | |
| SUPPORT-EQUIP | | 6.6 | | 0.2 | | | | | | | | |
| FLIGHT TEST | | 0.4 | | | | | | | | | | |
| OGC | | 1.9 | | 0.1 | | | | | | | | |
| KIT REPLENISHMENT | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| RETROFIT | [17] | 1.0 | | | | | | | | | | |
| AWATING BTR | | | | | | 0.2 | | | | | | |
| T.O. Printing | | 0.1 | | 0.3 | | 0.9 | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-92 18 KITS | [18] | 1.7 | | | | | | | | | | |
| FY-93 30 KITS | [30] | 2.2 | | | | | | | | | | |
| FY-94 102 KITS | [102] | 6.1 | | | | | | | | | | |
| FY-95 8 KITS | [8] | 0.5 | | | | | | | | | | |
| FY-96 12 KITS | [12] | 1.3 | | | | | | | | | | |
| FY-97 81 KITS | [41] | 3.5 | [23] | 1.1 | [17] | 0.5 | | | | | | |
| FY-98 46 KITS | [5] | 0.1 | [41] | 2.3 | | | | | | | | |
| FY-99 81 KITS | | | [25] | 0.7 | [56] | 3.8 | | | | | | |
| FY-00 51 KITS | | | | | [8] | 0.2 | [43] | 3.9 | | | | |
| FY-01 3 KITS | | | | | | | | | [3] | 0.3 | | |
| TOTAL INSTALL | 216 | 15.4 | 89 | 4.1 | 81 | 4.4 | 43 | 3.9 | 3 | 0.3 | | |
| TOTAL COST (BP-1100) | 378 | 90.8 | 51 | 14.5 | 3 | 6.3 | | 3.9 | | 0.3 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | 1.9 | | 0.2 | | 2.3 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 432 | 15.9 |
| KITS NONRECUR | | | | | | | | | [1] | 3.1 |
| EQUIPMENT | | | | | | | | | [426] | 52.1 |
| EQUIP NONREC | | | | | | | | | [1] | 0.1 |
| CHANGE ORDERS | | | | | | | | | | 2.5 |
| DATA | | | | | | | | | | 2.0 |
| SIM/TRAINER | | | | | | | | | [11] | 0.3 |
| SUPPORT-EQUIP | | | | | | | | | | 6.8 |
| FLIGHT TEST | | | | | | | | | | 0.4 |
| OGC | | | | | | | | | | 2.0 |
| KIT REPLENISHMENT | | | | | | | | | | |
| RETROFIT | | | | | | | | | [17] | 1.0 |
| AWATING BTR | | | | | | | | | | 0.2 |
| T.O. Printing | | | | | | | | | | 1.3 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-92 18 KITS | | | | | | | | | [18] | 1.7 |
| FY-93 30 KITS | | | | | | | | | [30] | 2.2 |
| FY-94 102 KITS | | | | | | | | | [102] | 6.1 |
| FY-95 8 KITS | | | | | | | | | [8] | 0.5 |
| FY-96 12 KITS | | | | | | | | | [12] | 1.3 |
| FY-97 81 KITS | | | | | | | | | [81] | 5.0 |
| FY-98 46 KITS | | | | | | | | | [46] | 2.4 |
| FY-99 81 KITS | | | | | | | | | [81] | 4.5 |
| FY-00 51 KITS | | | | | | | | | [51] | 4.1 |
| FY-01 3 KITS | | | | | | | | | [3] | 0.3 |
| TOTAL INSTALL | | | | | | | | | 432 | 28.1 |
| TOTAL COST (BP-1100) | | | | | | | | | 432 | 115.8 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 24 Months

Milestones

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

| | <u>FY-92</u> | | | | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | | | | |
|----------|--------------|----|----|----|--------------|----|----|----|--------------|----|----|---|--------------|----|----|----|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|---|---|---|---|
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | | 3 | 5 | 5 | 5 | 8 | 8 | 7 | 7 | 12 | 12 | 12 | 13 | 24 | 5 | | | | | | | 6 | 6 | 6 | 6 | 17 | 17 | 16 | 16 | | | | |
| Output | | | | | 3 | 5 | 5 | 5 | 8 | 8 | 7 | 7 | 12 | 12 | 12 | 13 | 24 | 5 | | | | | | | 6 | 6 | 6 | 6 | 17 | 17 | 16 | 16 | | | | |
| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | |
| Input | 23 | 22 | 22 | 22 | 20 | 20 | 20 | 21 | 11 | 11 | 21 | | 3 | | | | | | | | | | | | | | | | | | | | | | | |
| Output | 23 | 22 | 22 | 22 | 20 | 20 | 20 | 21 | 11 | 11 | 21 | | 3 | | | | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: ENGINES MN-6040
Models of Aircraft Affected: C-130H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: SA-ALC Kelly AFB, San Antonio, TX

Description/Justification

This program converts T56-7 and T56-14C engines to T56-15 engines. The result will be a significant increase in engine performance and reliability. Four QEC configurations are involved: basic-15 configuration with and without oil cooler augmentation; and SOF-15 configuration with 60/90 KVA generator with and without oil cooler augmentation. Based on future contract award, per engine cost and quantity to be adjusted accordingly. Group A and Group B are not equal in all fiscal years because the 10 ANG T56-14C engines that were recently incorporated into this modification program already have the required engine kits, therefore, Group A (QECs) quantity will be 65ea. Leadtime and delivery date is based on receipt of the engine kits. Schedule shows early input because QEC kits will be brought in early for overhaul. QEC modification kits will be installed as they are received. When engine kits are received, QEC and engine kits will be installed/integrated together to produce ready for install (RFI) engines to be delivered to C-130H units.

Fy03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 20, Reserve 13, ANG 17

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 10 | 1.5 | 20 | 5.9 | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | 2.1 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | 0.0 | | | | | | | | |
| AWAITING BTR | | | | | | | | | | | | |
| OGC | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 10 KITS | | | | | [10] | 0.0 | | | | | | |
| FY-01 20 KITS | | | | | | | [20] | 0.8 | | | | |
| FY-05 10 KITS | | | | | | | | | | | | |
| FY-06 5 KITS | | | | | | | | | | | | |
| FY-07 5 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | 10 | 0.0 | 20 | 0.8 | | | | |
| TOTAL COST (BP-1100) | | | 10 | 1.5 | 20 | 5.9 | | 0.8 | | | | 2.1 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 10 | 1.8 | 5 | 1.9 | 5 | 1.9 | | | 50 | 13.1 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | [10] | 4.2 | [5] | 3.7 | [5] | 3.8 | | | [20] | 13.8 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.1 | | | | | | | | 0.1 |
| AWAITING BTR | | | | | | | | | | |
| OGC | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 10 KITS | | | | | | | | | [10] | 0.0 |
| FY-01 20 KITS | | | | | | | | | [20] | 0.8 |
| FY-05 10 KITS | [10] | 0.1 | | | | | | | [10] | 0.1 |
| FY-06 5 KITS | | | [5] | 0.1 | | | | | [5] | 0.1 |
| FY-07 5 KITS | | | | | [5] | 0.1 | | | [5] | 0.1 |
| TOTAL INSTALL | 10 | 0.1 | 5 | 0.1 | 5 | 0.1 | | | 50 | 1.1 |
| TOTAL COST (BP-1100) | 10 | 6.2 | 5 | 5.7 | 5 | 5.8 | | | 50 | 28.0 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 5 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | | <u>FY-07</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | 3 | 2 | 3 | 2 | 5 | 5 | 5 | 5 | | | | | | | | | 3 | 2 | 3 | 2 | 3 | 2 | | | 3 | 2 | | |
| Output | | | | | 3 | 2 | 3 | 2 | 5 | 5 | 5 | 5 | | | | | | | | | 3 | 2 | 3 | 2 | 3 | 2 | | | 3 | 2 | | |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: ARMOR PLATING MN-8109
 Models of Aircraft Affected: C-130E, HC-130

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

Initial program installed armor plating on aircraft for protection from small arms fire during execution of Provide Promise. FY97 add-on equipped HC-130 aircraft with armor. This armor was needed in support of operation Southern Watch (OSW).

This mod was not originally funded in the FY01 PBR for FY01 and FY02; approval to restart this mod program in FY01 was requested and received via letters of notification to the four congressional committees.

Aircraft Breakdown: Active 69, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 45 | 5.4 | | | 12 | 1.8 | 12 | 1.8 | | | | |
| KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP TESTING | | | | | | | | | | | | |
| INSTALLATION OF H | [45] | 0.2 | | | [12] | | [12] | | | | | |
| TOTAL COST (BP-1100) | 45 | | | | 12 | 1.8 | 12 | 1.8 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|-----|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | |
| RDT&E (3600) | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 69 | 9.0 | |
| KITS NONRECUR | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | |
| DATA | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | |
| TESTING | | | | | | | | | | 0.2 | |
| INSTALLATION OF H | | | | | | | | | [69] | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 69 | 9.2 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 3 Months

Follow-On Lead Time: 2 Months

Milestones

| | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 03/93 | | | | 10/96 | 06/98 | | | 07/01 | 10/01 |
| Delivery Date (Month/CY) | 06/93 | | | | 12/96 | 08/98 | | | 09/01 | 12/01 |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: ALR-69 (RWR) MN-8220
 Models of Aircraft Affected: C-130E/H

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

CSAF validated C-MNS implemented by SAF/AQQ 25/2282 Msg PMD. Aircrews flying missions in support of Operation Joint Forge in the Bosnia AOR, are being subjected to an increasing level of electronic threats which need to be modified so not to impact our worldwide airlift mission PMD 2264 (3). Installs Radar Warning Receiver, RWR, on 366 C-130 aircraft. Provides airborne warning of radar directed AAA, Air-Interceptors, and Surface-to-Air threats. Completes C-130 fleet for all aircraft already equipped with Airlift Defensive Systems (ADS). FY95 - ANG provided 2 group B as GFE at no cost to the mod program. Kit unit found Group B assets that belonged to the C-130 RWR program, that's why FY98 and FY99 group B costs are low.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 122, Reserve 112, ANG 218

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 84 | 4.4 | 1 | 0.1 | 2 | 0.2 | 2 | 0.2 | 33 | 2.2 | 28 | 1.9 |
| KITS NONRECUR | 2 | 4.1 | | | | | | | | | | |
| EQUIPMENT | [82] | 15.8 | [1] | 0.4 | [2] | 0.7 | [2] | 0.8 | [33] | 11.9 | [28] | 10.4 |
| EQUIP | [2] | 0.6 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 1.9 | | 0.1 | | | | | | | | |
| DATA | | 1.4 | | 0.5 | | | | | | | | |
| SIM/TRAINER | [2] | 2.8 | | | | | | | | | | |
| SUPPORT-EQUIP | | 7.1 | | | | | | | 1.3 | | | 1.4 |
| OGC | | 0.1 | | 0.0 | | | | | | | | |
| FLT TEST | | 0.0 | | | | | | | | | | |
| T.O. Printing | | 0.0 | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | | | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|----|------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | | | |
| FY-94 | 39 | KITS | [39] | 3.9 | | | | | | | | | | |
| FY-95 | 27 | KITS | [27] | 1.4 | | | | | | | | | | |
| FY-96 | 16 | KITS | [16] | 1.5 | | | | | | | | | | |
| FY-98 | 1 | KITS | [1] | 0.1 | | | | | | | | | | |
| FY-99 | 3 | KITS | [1] | 0.1 | [1] | 0.0 | [1] | 0.1 | | | | | | |
| FY-00 | 1 | KITS | | | | | [1] | 0.1 | | | | | | |
| FY-01 | 2 | KITS | | | | | | | [2] | 0.2 | | | | |
| FY-02 | 2 | KITS | | | | | | | | | [2] | 0.2 | | |
| FY-03 | 33 | KITS | | | | | | | | | | | | |
| FY-04 | 28 | KITS | | | | | | | | | | | | |
| FY-05 | 24 | KITS | | | | | | | | | | | | |
| FY-06 | 72 | KITS | | | | | | | | | | | | |
| FY-07 | 60 | KITS | | | | | | | | | | | | |
| FY-08 | 60 | KITS | | | | | | | | | | | | |
| FY-09 | 60 | KITS | | | | | | | | | | | | |
| FY-10 | 24 | KITS | | | | | | | | | | | | |
| TOTAL INSTALL | 84 | | 7.0 | | 1 | 0.0 | 1 | 0.1 | 1 | 0.1 | 2 | 0.2 | 2 | 0.2 |
| TOTAL COST (BP-1100) | 86 | | 45.3 | | 1 | 1.1 | 2 | 1.0 | 2 | 1.1 | 33 | 15.6 | 28 | 13.9 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 24 | 1.7 | 72 | 5.3 | 60 | 5.0 | 144 | 11.3 | 450 | 32.3 |
| KITS NONRECUR | | | | | | | | | 2 | 4.1 |
| EQUIPMENT | [24] | 9.1 | [72] | 28.1 | [60] | 25.0 | [144] | 60.0 | [448] | 162.3 |
| EQUIP NONREC | | | | | | | | | [2] | 0.6 |
| CHANGE ORDERS | | | | | | | | | | 2.0 |
| DATA | | | | 0.3 | | 2.2 | | | | 4.4 |
| SIM/TRAINER | | | | | | | | | [2] | 2.8 |
| SUPPORT-EQUIP | | 1.5 | | 1.1 | | 3.6 | | 7.0 | | 23.0 |
| OGC | | | | | | | | | | 0.1 |
| FLT TEST | | | | | | | | | | 0.0 |
| T.O. Printing | | | | | | | | | | 0.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-94 39 KITS | | | | | | | | | [39] | 3.9 |
| FY-95 27 KITS | | | | | | | | | [27] | 1.4 |
| FY-96 16 KITS | | | | | | | | | [16] | 1.5 |
| FY-98 1 KITS | | | | | | | | | [1] | 0.1 |
| FY-99 3 KITS | | | | | | | | | [3] | 0.2 |
| FY-00 1 KITS | | | | | | | | | [1] | 0.1 |
| FY-01 2 KITS | | | | | | | | | [2] | 0.2 |
| FY-02 2 KITS | | | | | | | | | [2] | 0.2 |
| FY-03 33 KITS | [33] | 3.0 | | | | | | | [33] | 3.0 |
| FY-04 28 KITS | | | [28] | 2.6 | | | | | [28] | 2.6 |
| FY-05 24 KITS | | | | | [24] | 2.6 | | | [24] | 2.6 |
| FY-06 72 KITS | | | | | | | [72] | 7.1 | [72] | 7.1 |
| FY-07 60 KITS | | | | | | | [60] | 6.0 | [60] | 6.0 |
| FY-08 60 KITS | | | | | | | [60] | 6.2 | [60] | 6.2 |
| FY-09 60 KITS | | | | | | | [60] | 6.3 | [60] | 6.3 |
| FY-10 24 KITS | | | | | | | [24] | 2.6 | [24] | 2.6 |
| TOTAL INSTALL | 33 | 3.0 | 28 | 2.6 | 24 | 2.6 | 276 | 28.1 | 452 | 43.8 |
| TOTAL COST (BP-1100) | 24 | 15.3 | 72 | 37.4 | 60 | 38.3 | 144 | 106.3 | 452 | 275.4 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 2 Months

Follow-On Lead Time: 24 Months

Milestones

| | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>FY-08</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 04/94 | 06/95 | 09/96 | | 06/98 | | | | | 12/02 | 12/03 | 12/04 | 12/05 | 12/06 | 12/07 |
| Delivery Date (Month/CY) | 06/94 | 12/95 | 03/97 | | 12/98 | | | | | 12/04 | 12/05 | 12/06 | 12/07 | 12/08 | 12/09 |
| | <u>FY-09</u> | <u>FY-10</u> | <u>FY-11</u> | <u>FY-12</u> | | | | | | | | | | | |
| Contract Date (Month/CY) | 12/08 | 12/09 | 12/10 | | | | | | | | | | | | |
| Delivery Date (Month/CY) | 12/10 | 12/11 | 12/12 | | | | | | | | | | | | |

Installation Schedule

| | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | | | | |
|----------|--------------|----|----|----|--------------|----|----|----|--------------|---|----|----|--------------|----|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|----|--------------|----|----|----|----|----|----|----|
| 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 | 1 | 2 | 3 | 4 |
| Input | | 1 | | 18 | | | | | 2 | 4 | 10 | 10 | 10 | 15 | 5 | 1 | 1 | 2 | | | 1 | | 2 | 2 | 1 | | | | | | | | 1 | | | |
| Output | | 1 | | 18 | | | | | 2 | 4 | 10 | 10 | 10 | 15 | 5 | 1 | 1 | 2 | | | 1 | | 2 | 2 | 1 | | | | | | | | 1 | | | |
| | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | | <u>FY-07</u> | | | | <u>FY-08</u> | | | | <u>FY-09</u> | | | | | | | |
| 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 | 1 | 2 | 3 | 4 |
| Input | 1 | | | | 1 | | 1 | | 1 | | 1 | | | | 8 | 8 | 8 | 9 | 7 | 7 | 7 | 7 | 6 | 6 | 6 | 6 | 6 | 18 | 18 | 18 | 18 | 15 | 15 | 15 | 15 | 15 |
| Output | | 1 | | | | 1 | | 1 | 1 | | 1 | | 1 | 8 | 8 | 8 | 9 | 7 | 7 | 7 | 7 | 6 | 6 | 6 | 6 | 6 | 6 | 18 | 18 | 18 | 18 | 15 | 15 | 15 | 15 | 15 |
| | <u>FY-10</u> | | | | <u>FY-11</u> | | | | <u>FY-12</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 6 | 6 | 6 | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 6 | 6 | 6 | 6 | | | | | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: AN/AAQ-22M (FLIR) MN-8385
Models of Aircraft Affected: HC-130N/P

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

Initial program installed Forward Looking Infrared (FLIR) systems, AN/AAQ-22A on 8 each AFRC HC-130N/P in support of drug enforcement program. FY01 Congressional plus-up for ANG aircraft. Funding provided will buy and install for 5 aircraft.

Aircraft Breakdown: Active 0, Reserve 8, ANG 5

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 7 | 0.7 | | | 5 | 0.5 | | | | | | |
| KITS NONRECUR | 1 | 1.2 | | | | | | | | | | |
| EQUIPMENT | [7] | 2.7 | | | [5] | 1.6 | | | | | | |
| EQUIP | [1] | 0.3 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.1 | | | | 0.2 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| FLIGHT TEST | | 0.0 | | | | | | | | | | |
| OGC | | 0.0 | | | | | | | | | | |
| PMA | | | | | | 0.1 | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-96 8 KITS | [8] | 0.8 | | | | | | | | | | |
| FY-01 5 KITS | | | | | [5] | 0.6 | | | | | | |
| TOTAL INSTALL | 8 | 0.8 | | | 5 | 0.6 | | | | | | |
| TOTAL COST (BP-1100) | 8 | | | | 5 | 3.0 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 12 | 1.2 |
| KITS NONRECUR | | | | | | | | | 1 | 1.2 |
| EQUIPMENT | | | | | | | | | [12] | 4.3 |
| EQUIP NONREC | | | | | | | | | [1] | 0.3 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.3 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| FLIGHT TEST | | | | | | | | | | 0.0 |
| OGC | | | | | | | | | | 0.0 |
| PMA | | | | | | | | | | 0.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-96 8 KITS | | | | | | | | | [8] | 0.8 |
| FY-01 5 KITS | | | | | | | | | [5] | 0.6 |
| TOTAL INSTALL | | | | | | | | | 13 | 1.4 |
| TOTAL COST (BP-1100) | | | | | | | | | 13 | 8.9 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 15 Months

Follow-On Lead Time: 6 Months

Milestones

| | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/96 | | | | | 11/00 |
| Delivery Date (Month/CY) | 12/97 | | | | | 05/01 |

Installation Schedule

| | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | 1 | | | 2 | 2 | 2 | 1 | | | | | | | | 3 | 2 | |
| Output | | | | | | | | 1 | | | 2 | 2 | 2 | 1 | | | | | | | | 3 | 2 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: AEROSPACE RESCUE AND RECOVERY MN-8424
Models of Aircraft Affected: HC130

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0207224F Team AIR

Description/Justification

This Chief of Staff directed program converts 10 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 was converted beginning in FY99. The remaining conversions will use WC-130Hs pending aircraft availability. Acquisition strategy will change once we start conversion of the WC's to the HC-130P configuration. There will be one trial install using FY01 money and from then on the program will consist of production installs. Prior acquisition strategy was based on the fact the program didn't know what aircraft model they would convert to the HC-130P configuration. As such each aircraft was considered a trial install with NRE required to resolve MDS and aircraft specific differences. AFRC: 1 E TO HCP, 4 WC to HCP; AETC: 1 E to HCP, 1 WC to HCP; ACC: 3 WC TO HCP

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 5, Reserve 5, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | 1 | 2.0 | 2 | 4.3 | 4 | 8.8 |
| KITS NONRECUR | 2 | 8.4 | | | 1 | 4.4 | | | | | | |
| EQUIPMENT | | | | | | | [1] | 3.4 | [2] | 7.5 | [4] | 15.2 |
| EQUIP NONREC | [2] | 5.1 | | 1.6 | [1] | 1.4 | | | | | | |
| CHANGE ORDERS | | 0.1 | | | | | | | | | | |
| DATA | | 0.1 | | 0.3 | | | | 0.7 | | 0.6 | | 0.9 |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | 0.1 | | 0.1 | | 0.1 | | 0.2 |
| FLIGHT TEST | | 0.1 | | 0.1 | | | | 0.1 | | 0.1 | | 0.1 |
| OGC | | 1.2 | | 0.6 | | 0.4 | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 1 KITS | | | | | | | | | | | | |
| FY-99 1 KITS | | | | | | | | | | | | |
| FY-01 1 KITS | | | | | [1] | | | | | | | |
| FY-02 1 KITS | | | | | | | | | [1] | 2.1 | | |
| FY-03 2 KITS | | | | | | | | | | | [2] | 7.9 |
| FY-04 4 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | 2 | | | | 1 | | | | 1 | 2.1 | 2 | 7.9 |
| TOTAL COST (BP-1100) | 2 | 15.0 | | 2.6 | 1 | 6.2 | 1 | 6.2 | 2 | 14.6 | 4 | 33.0 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 7 | 15.1 |
| KITS NONRECUR | | | | | | | | | 3 | 12.8 |
| EQUIPMENT | | | | | | | | | [7] | 26.1 |
| EQUIP NONREC | | | | | | | | | [3] | 8.1 |
| CHANGE ORDERS | | | | | | | | | | 0.1 |
| DATA | | 0.2 | | | | | | | | 2.7 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.4 |
| FLIGHT TEST | | 0.2 | | | | | | | | 0.7 |
| OGC | | | | | | | | | | 2.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 1 KITS | | | | | | | | | [1] | |
| FY-99 1 KITS | | | | | | | | | [1] | |
| FY-01 1 KITS | | | | | | | | | [1] | |
| FY-02 1 KITS | | | | | | | | | [1] | 2.1 |
| FY-03 2 KITS | | | | | | | | | [2] | 7.9 |
| FY-04 4 KITS | [4] | 16.0 | | | | | | | [4] | 16.0 |
| TOTAL INSTALL | 4 | 16.0 | | | | | | | 10 | 26.0 |
| TOTAL COST (BP-1100) | | 16.5 | | | | | | | 10 | 94.1 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

Installation Schedule Continued

| | <u>FY-05</u> | | | | <u>FY-06</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 1 | 1 | 1 | 1 | | | | |
| Output | 1 | 1 | 1 | 1 | 1 | | | |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: BLEED AIR DUCT REPLACEMENT MN-8448
 Models of Aircraft Affected: C-130

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

This 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 inconnel 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. AFR: 30 E, 8 ME, 47 H, 10 WH, 4 HN, 4 HP, 5 MP; ANG: 72 E, 8 EE, 93 H, 4 LH, 3 HN, 7 HP; PACAF: 18 H, 13E; USAFE: 19 E; AMC: 49 E, 29 H; ACC: 1 E, 7 EE, 14 EH, 9 HP; AETC: 44 E, 3 MH, 4 MP; AFSOC: 4 E, 6 ME, 8 AH, 21 MH, 19 MP, 12 AU; AFMC: 1 E, 1 NH, 1NE, 1 EH

Aircraft Breakdown: Active 284, Reserve 108, ANG 187

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 198 | 1.3 | 307 | 1.8 | 74 | 1.1 | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 75 KITS | [2] | 0.0 | [73] | 0.4 | | | | | | | | |
| FY-99 123 KITS | | | [123] | 0.6 | | | | | | | | |
| FY-00 307 KITS | | | | | [307] | 0.6 | | 0.7 | | | | |
| FY-01 74 KITS | | | | | | | [74] | 0.8 | | | | |
| TOTAL INSTALL | 2 | 0.0 | 196 | 1.0 | 307 | 0.6 | 74 | 1.5 | | | | |
| TOTAL COST (BP-1100) | 198 | 1.3 | 307 | 2.8 | 74 | 1.8 | | 1.5 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 579 | 4.3 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 75 KITS | | | | | | | | | [75] | 0.4 |
| FY-99 123 KITS | | | | | | | | | [123] | 0.6 |
| FY-00 307 KITS | | | | | | | | | [307] | 1.4 |
| FY-01 74 KITS | | | | | | | | | [74] | 0.8 |
| TOTAL INSTALL | | | | | | | | | 579 | 3.1 |
| TOTAL COST (BP-1100) | | | | | | | | | 579 | 7.4 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | 2 | | | 28 | 45 | 58 | 65 | 74 | 78 | 80 | 75 | 25 | 20 | 18 | 11 |
| Output | | | | | | 2 | | | 28 | 45 | 58 | 65 | 74 | 78 | 80 | 75 | 25 | 20 | 18 | 11 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: INSTALLATION OF AN/APN-241 MN-8455
Models of Aircraft Affected: C-130H, HC130P

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

Installation of Northrop/Grumman Low Power Color Radar (AN/APN-241) on 4 ANG LC-130H (FY97), 10 HC-130Ps at Moody AFB, and 3 Tanker Conversion HC-130Ps aircraft (1 active, 2 AFRC). The LC-130Hs are complete. On LC-130Hs, in conjunction with installation of the APN-241, the mod added electronic flight instruments and satellite communications systems. On the Moddy AFB HC-130Ps the mod installs the APN-241 and removes the ARD-17 aerial tracker system, the APX-65 interrogator system, and Cook radome, and replaces the Fulton radomes with bullet nose radomes. Program provided interim contract support funds through FY00 as BP11 3010. Funding for ICS transferred to BP16 in FY01-FY04. One trial install in FY99 is required for the HC-130Ps at Moody AFB and one trial install is required for the tanker conversions in FY00.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 11, Reserve 2, ANG 4

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 1 | 0.1 | 10 | 1.3 | | | | | | | | |
| KITS NONRECUR | 5 | 1.1 | 1 | 0.1 | | | | | | | | |
| EQUIPMENT | [1] | 0.5 | [10] | 4.4 | | | | | | | | |
| EQUIP | [5] | 5.0 | [1] | 0.6 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.6 | | 0.3 | | 0.2 | | 0.1 | | 0.1 | | 0.1 |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | 0.7 | | 0.0 | | 0.0 | | | | | | |
| PMA | | 0.1 | | | | | | | | | | |
| T.O. Printing | | 0.0 | | | | | | | | | | |
| ICS | | 1.5 | | 1.2 | | | | | | | | |
| FLIGHT TEST | | 0.1 | | 0.0 | | 0.0 | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-97 4 KITS | [4] | 0.2 | | | | | | | | | | |
| FY-99 2 KITS | [1] | 0.1 | [1] | | | | | | | | | |
| FY-00 11 KITS | | | [1] | | [10] | 0.9 | | | | | | |
| TOTAL INSTALL | 5 | 0.3 | 2 | | 10 | 0.9 | | | | | | |
| TOTAL COST (BP-1100) | 6 | 10.0 | 11 | 8.0 | | 1.1 | | 0.1 | | 0.1 | | 0.1 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 11 | 1.3 |
| KITS NONRECUR | | | | | | | | | 6 | 1.2 |
| EQUIPMENT | | | | | | | | | [11] | 4.9 |
| EQUIP NONREC | | | | | | | | | [6] | 5.6 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 1.6 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.7 |
| PMA | | | | | | | | | | 0.1 |
| T.O. Printing | | | | | | | | | | 0.0 |
| ICS | | | | | | | | | | 2.7 |
| FLIGHT TEST | | | | | | | | | | 0.2 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-97 4 KITS | | | | | | | | | [4] | 0.2 |
| FY-99 2 KITS | | | | | | | | | [2] | 0.1 |
| FY-00 11 KITS | | | | | | | | | [11] | 0.9 |
| TOTAL INSTALL | | | | | | | | | 17 | 1.1 |
| TOTAL COST (BP-1100) | | | | | | | | | 17 | 19.5 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 8 Months

Follow-On Lead Time: 8 Months

Milestones

| | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 07/97 | | 10/98 | 06/00 | | |
| Delivery Date (Month/CY) | 03/98 | | 06/99 | 02/01 | | |

Installation Schedule

| | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | 1 | 2 | 1 | | | 1 | | | | 1 | 1 | 2 | 3 | 3 | 2 | | | | | |
| Output | | | | | 1 | 2 | | 1 | | | | | 1 | | 1 | 1 | 3 | 2 | 2 | 1 | 2 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: IP1310 REPLACEMENT MN-8516
Models of Aircraft Affected: AFSOC Aircraft with ALR-69s

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0404011F Team INFO

Description/Justification

To provide a suitable and sustainable display indicator for the ALR-69 system. The IP1310 Azimuth Indicator has been used for over 25 years. It's Cathode Ray Tube (CRT) provides the aircrews with visual indications of the threats. The CRT has a high failure rate and is now very expensive to replace upon failure. The IP1310 Indicators are very difficult for aircrews to read in direct sunlight and do not meet Night Vision Imaging System (NVIS) requirements. The IP1310 will be replaced with an ElectroLuminescent Flat Panel display (ID-2554). The new display will increase reliability (from 3500 to 14,000 hours MTBF), decreased spares, maintenance flow days, and repair costs. It will also meet all NVIS requirements and is fully sunlight readable.

A cost benefit analysis indicates an annual saving of about \$2.5M.

'FY03-FY07 budget numbers do not reflect the DoD Strategic Review Results'

Aircraft Breakdown: Active 135, Reserve 0, ANG 0

Development Status

A Level III reprourement data package will be delivered in Feb 01 for production of this hardware.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | 70 | 1.5 | 65 | 0.8 | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 0.1 | | | | | | |
| DATA | | | | | | 0.1 | | 0.0 | | | | |
| SIM/TRAINER | | | | | | | | | [9] | 0.4 | | |
| SUPPORT-EQUIP | | | | | | 0.1 | | 0.1 | | | | |
| FLIGHT TEST | | | | | | 0.1 | | | | | | |
| T.O. Printing | | | | | | | | 0.0 | | | | |
| PMA | | | | | | | | 0.1 | | 0.1 | | |
| TOTAL COST (BP-1100) | | | | | 70 | 1.8 | 65 | 1.0 | | 0.5 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | 135 | 2.3 |
| CHANGE ORDERS | | | | | | | | | | 0.1 |
| DATA | | | | | | | | | | 0.1 |
| SIM/TRAINER | | | | | | | | | [9] | 0.4 |
| SUPPORT-EQUIP | | | | | | | | | | 0.1 |
| FLIGHT TEST | | | | | | | | | | 0.1 |
| T.O. Printing | | | | | | | | | | 0.0 |
| PMA | | | | | | | | | | 0.1 |
| TOTAL COST (BP-1100) | | | | | | | | | 135 | 3.2 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 7 Months

Follow-On Lead Time: 7 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: NVIS MN-8520
Models of Aircraft Affected: HC-130 N/P

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

Provide a less expensive mod kit for Night Vision Imaging System (NVIS) mission capability for C-130 combat rescue aircraft. One-Phase program: Contractors will compete in a Technically Acceptable Price/Performance Trade-off (TAPPT) Source Selection. This will lead to selection of the kit considered to be best value/cost effective for the AF and award of a contract for the selected prototype kit for development and production of follow-on kits. The kit costs and installation costs have variances due to the differences in the type of kits and the various aircraft in which they will be installed. Some of the aircraft already have portions of this mod accomplished, and, therefore, only need certain portion of the full kits and/or installation.

Aircraft Breakdown: Active 0, Reserve 9, ANG 3

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 10 | 0.8 | | | | | | | | |
| KITS NONRECUR | | 0.6 | 2 | 0.4 | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | 0.2 | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.2 | | 0.0 | | | 0.5 | | | | | |
| WARRANTY | | | | | | | | | | | | |
| FLIGHT TEST | | 0.1 | | | | | | | | | | |
| OGC | | 0.6 | | 0.0 | | 0.4 | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 12 KITS | | | | | [12] | 0.3 | | | | | | |
| TOTAL INSTALL | | | | | 12 | 0.3 | | | | | | |
| TOTAL COST (BP-1100) | | 1.4 | 12 | 1.4 | | 0.7 | | 0.5 | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 10 | 0.8 |
| KITS NONRECUR | | | | | | | | | 2 | 1.0 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.2 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.7 |
| WARRANTY | | | | | | | | | | |
| FLIGHT TEST | | | | | | | | | | 0.1 |
| OGC | | | | | | | | | | 1.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 12 KITS | | | | | | | | | [12] | 0.3 |
| TOTAL INSTALL | | | | | | | | | 12 | 0.3 |
| TOTAL COST (BP-1100) | | | | | | | | | 12 | 4.1 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 8 Months

Follow-On Lead Time: 4 Months

Milestones

| | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | 10/00 | |
| Delivery Date (Month/CY) | | | 06/01 | |

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | | | | | 4 | | 8 |
| Output | | | | | | | | | | | | | | 4 | | 8 |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: ENHANCED TCAS (TCAS II) MN-8526
 Models of Aircraft Affected: C-130E, H, HCP

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

This modification is required by the Air Force Navigation and Safety Master Plan (Nav/Safety) and Global Air Traffic Management (GATM) mandates which are necessary for worldwide, unrestricted airspace access. The Secretary of Defense directed installation of an airborne collision avoidance system in response to the findings of the April 1996 CT-43 crash. Other C-130s have already been modified with this system, hence this modification will increase commonality across the fleet. This Enhanced Traffic Alert & Collision Avoidance System (ETCAS) modification program meets all these requirements. Kits are phase-delivered. Leadtime is based on receipt of the Trial Install kits.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 43, Reserve 59, ANG 91

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 116 | 5.1 | 31 | 1.5 | 35 | 1.9 | | | 5 | 0.3 | | |
| KITS NONRECUR | 3 | 3.4 | 1 | 1.1 | 1 | 0.6 | | | 1 | 1.2 | | |
| EQUIPMENT | [116] | 18.8 | [31] | 4.8 | [35] | 6.1 | | | [5] | 0.9 | | |
| EQUIP | [3] | 0.5 | [1] | 0.2 | [1] | 0.2 | | | [1] | 0.2 | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.2 | | 0.1 | | 0.2 | | | | 0.2 | | 0.3 |
| SIM/TRAINER | [2] | 0.9 | [1] | 1.3 | | | | | | | | |
| SUPPORT-EQUIP | [8] | 0.4 | [2] | 0.1 | | | | | | | | |
| FLIGHT TEST | | 0.7 | | 0.0 | | 0.2 | | | | | | |
| OGC | | 3.3 | | 0.3 | | 0.6 | | | | 0.2 | | |
| ICS | | | | | | | | | | | | |
| WARRANTY | | | | 4.6 | | 4.6 | | 0.5 | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 70 KITS | [3] | 0.3 | [61] | 3.9 | [6] | 0.3 | | | | | | |
| FY-99 49 KITS | | | | | [49] | 2.9 | | | | | | |
| FY-00 32 KITS | | | | | [32] | 2.0 | | | | | | |
| FY-01 36 KITS | | | | | [10] | 0.6 | [26] | 1.6 | | | | |
| FY-03 6 KITS | | | | | | | | | [6] | 0.7 | | |
| TOTAL INSTALL | 3 | 0.3 | 61 | 3.9 | 97 | 5.8 | 26 | 1.6 | 6 | 0.7 | | |
| TOTAL COST (BP-1100) | 119 | 33.6 | 32 | 18.0 | 36 | 20.1 | | 2.1 | 6 | 3.6 | | 0.3 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 187 | 8.8 |
| KITS NONRECUR | | | | | | | | | 6 | 6.2 |
| EQUIPMENT | | | | | | | | | [187] | 30.6 |
| EQUIP NONREC | | | | | | | | | [6] | 1.0 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 1.1 |
| SIM/TRAINER | | | | | | | | | [3] | 2.3 |
| SUPPORT-EQUIP | | | | | | | | | [10] | 0.5 |
| FLIGHT TEST | | | | | | | | | | 1.0 |
| OGC | | | | | | | | | | 4.4 |
| ICS | | | | | | | | | | |
| WARRANTY | | | | | | | | | | 9.7 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 70 KITS | | | | | | | | | [70] | 4.5 |
| FY-99 49 KITS | | | | | | | | | [49] | 2.9 |
| FY-00 32 KITS | | | | | | | | | [32] | 2.0 |
| FY-01 36 KITS | | | | | | | | | [36] | 2.2 |
| FY-03 6 KITS | | | | | | | | | [6] | 0.7 |
| TOTAL INSTALL | | | | | | | | | 193 | 12.2 |
| TOTAL COST (BP-1100) | | | | | | | | | 193 | 77.8 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

Milestones

| | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 06/98 | 12/98 | 10/99 | 10/00 | | 10/02 |
| Delivery Date (Month/CY) | 12/98 | 12/99 | 10/00 | 10/01 | | 10/03 |

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|----|--------------|----|----|----|--------------|----|----|----|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | 1 | 1 | 1 | 14 | 16 | 14 | 17 | 21 | 25 | 30 | 21 | 7 | 5 | 7 | 7 | | 1 | | | 5 |
| Output | | | | | | | | 3 | 13 | 14 | 15 | 19 | 17 | 23 | 29 | 28 | 7 | 4 | 6 | 9 | | 1 | | 5 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SYNCHROPHASER WIRE (C-130) MN-8561
Models of Aircraft Affected: C-130E/H, H1, H2, H3

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

This mod will replace old & aging synchrophaser wiring on all C-130 aircraft (except 'J' models) as recommended by the C-130 Broad Area Review (15 Jan 98). Safety reviews of the aircraft have revealed chafed and worn wiring problems that could potentially cause synchrophaser operation malfunctions resulting in flight safety hazards. Completion of this modification will implement the BAR recommendation to install new wiring to replace aging and problematic wire sets. This synchrophaser wiring has been installed on all pre-C-130J production aircraft. This mod will use the existing design for aircraft wiring but will modify the placement of the existing synchrophaser box within the station racks on the bulkhead.

FY03-07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 321, Reserve 100, ANG 166

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 270 | 2.7 | 75 | 1.5 | 158 | 2.0 | 83 | 1.4 |
| KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS | | | 1 | 0.4 | | | | | | | | |
| DATA | | | | 0.2 | | 0.4 | | 0.0 | | 0.0 | | 0.0 |
| SIM/TRAINER SUPPORT-EQUIP FLIGHT TEST OGC | | | | 0.6 | | 1.7 | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 1 KITS | | | | | [1] | | | | | | | |
| FY-01 270 KITS | | | | | | | [203] | 3.8 | [67] | 1.3 | | |
| FY-02 75 KITS | | | | | | | | | [75] | 1.4 | | |
| FY-03 158 KITS | | | | | | | | | [97] | 1.8 | [61] | 1.2 |
| FY-04 83 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | 1 | | 203 | 3.8 | 239 | 4.5 | 61 | 1.2 |
| TOTAL COST (BP-1100) | | | 1 | 1.2 | 270 | 4.8 | 75 | 5.3 | 158 | 6.5 | 83 | 2.6 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 586 | 7.6 |
| KITS NONRECUR | | | | | | | | | 1 | 0.4 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.7 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 2.3 |
| FLIGHT TEST | | | | | | | | | | |
| OGC | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 1 KITS | | | | | | | | | [1] | |
| FY-01 270 KITS | | | | | | | | | [270] | 5.0 |
| FY-02 75 KITS | | | | | | | | | [75] | 1.4 |
| FY-03 158 KITS | | | | | | | | | [158] | 3.0 |
| FY-04 83 KITS | [83] | 2.5 | | | | | | | [83] | 2.5 |
| TOTAL INSTALL | 83 | 2.5 | | | | | | | 587 | 12.0 |
| TOTAL COST (BP-1100) | | 2.5 | | | | | | | 587 | 22.9 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 10 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/00 | 03/01 | 12/01 | 10/02 | | |
| Delivery Date (Month/CY) | 03/01 | 01/02 | 10/02 | 08/03 | | |

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|---|---|---|--------------|----|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | 1 | | | | 68 | 68 | 67 | 67 | 35 | 40 | 97 | 30 | 31 | | | | 28 | 28 | 27 | |
| Output | | | | | | 1 | | | 68 | 68 | 67 | 67 | 35 | 40 | 97 | 30 | 31 | | | | 28 | 28 | 27 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: C-130 GENERATOR DISCONNECT INSTALLATION WR-98-004 MN-8562

Models of Aircraft Affected: C-130/ EC-130E

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
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. In addition to modifying the aircraft and installed engine QEC'S, engine QECs in storage and in repair will be modified.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 55, Reserve 28, ANG 46

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 24 | 0.1 | 47 | 0.1 | 57 | 0.2 | | | | |
| KITS NONRECUR | | | 1 | 0.0 | | | | | | | | |
| EQUIPMENT | | | [24] | 0.6 | [47] | 0.9 | [57] | 1.1 | | | | |
| EQUIP | | | [1] | 0.2 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | 0.1 | | 0.0 | | 0.4 | | 0.4 | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | | | | 0.0 | | | | | |
| FLIGHT TEST | | | | | | | | | | | | |
| MOD OF SPARES | | | | | [20] | 0.1 | [40] | 0.2 | [40] | 0.2 | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 25 KITS | | | | | | [1] | | [24] | 0.3 | | | |
| FY-01 47 KITS | | | | | | | | [29] | 0.3 | [18] | 0.3 | |
| FY-02 57 KITS | | | | | | | | | | [57] | 0.9 | |
| TOTAL INSTALL | | | | | | 1 | | 53 | 0.6 | 75 | 1.1 | |
| TOTAL COST (BP-1100) | | | 25 | 1.0 | 47 | 1.2 | 57 | 2.5 | | | 1.7 | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 128 | 0.4 |
| KITS NONRECUR | | | | | | | | | 1 | 0.0 |
| EQUIPMENT | | | | | | | | | [128] | 2.7 |
| EQUIP NONREC | | | | | | | | | [1] | 0.2 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.9 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.0 |
| FLIGHT TEST | | | | | | | | | | |
| MOD OF SPARES | | | | | | | | | [100] | 0.5 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 25 KITS | | | | | | | | | [25] | 0.3 |
| FY-01 47 KITS | | | | | | | | | [47] | 0.6 |
| FY-02 57 KITS | | | | | | | | | [57] | 0.9 |
| TOTAL INSTALL | | | | | | | | | 129 | 1.7 |
| TOTAL COST (BP-1100) | | | | | | | | | 129 | 6.4 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 14 Months

Follow-On Lead Time: 10 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/00 | 12/01 | 08/02 | |
| Delivery Date (Month/CY) | 11/01 | 10/02 | 06/03 | |

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | |
| Input | | | | | 1 | | | | 15 | 14 | 12 | 12 | 25 | 25 | 25 | |
| Output | | | | | | 1 | | | 15 | 14 | 12 | 12 | 25 | 25 | 25 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: ALE-47 CHAFF AND FLARE DISPENSER MN-8577

Models of Aircraft Affected: MC-130s

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0404011F Team INFO

Description/Justification

Upgrade the current ALE-40, Chaff and Flare Dispensers System with the AN/ALE-47 Countermeasures Dispensing System (CMDS). The ALE-47 is a programmable, threat adaptive dispensing system designed to enhance aircraft survivability in an IR/RF threat environment.

'FY03-FY07 Budget numbers do not reflect the DoD strategic review results.'

Aircraft Breakdown: Active 24, Reserve 0, ANG 0

Development Status

Contract Award 4QFY01.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | 20 | 0.4 | 3 | 0.0 | | |
| KITS NONRECUR | | | | | 1 | 1.2 | | 0.3 | | | | |
| EQUIPMENT | | | | | | | [20] | 1.2 | [3] | 0.1 | | |
| EQUIP | | | | | [1] | 0.1 | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.8 | | 0.2 |
| DATA | | | | | | | | | | | | 0.2 |
| SIM/TRAINER | | | | | | | | | [1] | 1.0 | [1] | 1.3 |
| SUPPORT-EQUIP | | | | | | | | | | 0.2 | | 0.3 |
| ICS | | | | | | | | | | 0.1 | | 0.2 |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 1 KITS | | | | | | | [1] | | | | | |
| FY-02 20 KITS | | | | | | | [6] | 0.7 | [14] | 2.0 | | |
| FY-03 3 KITS | | | | | | | | | [3] | 0.3 | | |
| TOTAL INSTALL | | | | | | | 7 | 0.7 | 17 | 2.3 | | |
| TOTAL COST (BP-1100) | | | | | 1 | 1.3 | 20 | 2.5 | 3 | 4.6 | | 2.1 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 23 | 0.4 |
| KITS NONRECUR | | | | | | | | | 1 | 1.5 |
| EQUIPMENT | | | | | | | | | [23] | 1.3 |
| EQUIP NONREC | | | | | | | | | [1] | 0.1 |
| CHANGE ORDERS | | | | | | | | | | 1.0 |
| DATA | | | | | | | | | | 0.2 |
| SIM/TRAINER | | | | | | | | | [2] | 2.3 |
| SUPPORT-EQUIP | | | | | | | | | | 0.4 |
| ICS | | | | | | | | | | 0.3 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 1 KITS | | | | | | | | | [1] | |
| FY-02 20 KITS | | | | | | | | | [20] | 2.6 |
| FY-03 3 KITS | | | | | | | | | [3] | 0.3 |
| TOTAL INSTALL | | | | | | | | | 24 | 2.9 |
| TOTAL COST (BP-1100) | | | | | | | | | 24 | 10.5 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

| | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 01/01 | 11/01 | 11/02 |
| Delivery Date (Month/CY) | 10/01 | 08/02 | 08/03 |

Installation Schedule

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | |
| Input | | | | | 1 | | | | 6 | 5 | 5 | 4 | 3 |
| Output | | | | | 1 | | | | 6 | 5 | 5 | 4 | 3 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: C-130 SIMULATOR UPGRADE MN-8626
Models of Aircraft Affected: C130E/H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: OO-ALC - Hill AFB, UT

Description/Justification

FY00 funding resulted from a Congressional Appropriations Committee plus up. The Aero Upgrade, Visual System Upgrade, Instructor Operating System (IOS) and Digital Radar Landmass System (DRLMS) modifications are required to replace obsolete equipment which is 20+ years old with new state-the-art simulation technologies and include all enhancements needed for FAA Level C+ simulation. These modifications will greatly enhance the quality of training for all C-130 crew members.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | [1] | 7.3 | [1] | 4.5 | [1] | 3.7 | [1] | 2.5 | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | 7.3 | | 4.5 | | 3.7 | | 2.5 | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | [4] | 18.0 |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 18.0 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | 1 | 1 | | | | | | | 1 | | | | |
| Output | | | | | | | | 1 | 1 | | | | | | | 1 | | | | |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: AAR-47 SENSOR UPGRADE MN-8651
 Models of Aircraft Affected: C-130E/H/EC/HN/HP

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Description/Justification

This program represents the C-130 fair share of the commodity upgrade to the current AAR-47, Missile Warning System (MWS) with a new laser capability, sensors and processor. This program was initially funded under the ADS program and broken out under its own modification program.

FY03-FY07 budget estimates do not reflect DoD's strategic review results

Aircraft Breakdown: Active 114, Reserve 81, ANG 135

Development Status

This is a Navy managed program. The system is in the testing phase which should be completed by Mar 01. Production contract expected by 3rd quarter FY01.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | 13 | 1.7 | 125 | 7.9 | 78 | 5.6 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| SPARES | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | | | | 13 | 1.7 | 125 | 7.9 | 78 | 5.6 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | 114 | 5.0 | | | | | | | 330 | 20.2 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| SPARES | | | | | | | | | | |
| TOTAL COST (BP-1100) | 114 | 5.0 | | | | | | | 330 | 20.2 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: DUAL VHF RADIOS ON 37th AS C-130E AIRCRAFT MN-8676

Models of Aircraft Affected: C-130E

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Description/Justification

FY01 new start -- approval received via letters of notification to all four congressional committees. This modification will add a second AN/ARC-186(V) VHF radio system on select C-130E aircraft. C-130E aircraft at the 37th AS in USAFE equipped with one VHF radio do not meet requirements of the European and African Air Traffic Control (ATC) System. Instrument Flight Rule (IFR) flight in Germany and Switzerland requires two VHF transmitter/receivers with a frequency range from 117.975 to 137.000 (as per DOD Flight Information Publication Area Planning AP/2). In-flight broadcast procedures (IFBP), Africa region, requires aircrews to maintain a listening watch on frequency 126.9 (per DOD Flight Information Publication Handbook). While monitoring this frequency, aircraft with only one VHF radio system cannot communicate with other VHF-only equipped ATC facilities. To communicate with other VHF-only equipped ATC facilities, aircrews are forced to NOT monitor the required 126.9 frequency. This limitation has been highlighted in the past on a USAF Hazard Report by 37AS crews (Report No. 99-03).

Aircraft Breakdown: Active 19, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 18 | 0.5 | | | | | | |
| KITS NONRECUR | | | | | 1 | 0.3 | | | | | | |
| EQUIPMENT | | | | | [18] | 0.3 | | | | | | |
| EQUIP | | | | | [1] | 0.0 | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | 0.4 | | 0.3 | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| PMA | | | | | | 0.1 | | 0.1 | | | | |
| FLT TEST | | | | | | 0.2 | | | | | | |
| INSTAL | | | | | | 0.2 | | | | | | |
| TOTAL COST (BP-1100) | | | | | 19 | 1.9 | | 0.4 | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 18 | 0.5 |
| KITS NONRECUR | | | | | | | | | 1 | 0.3 |
| EQUIPMENT | | | | | | | | | [18] | 0.3 |
| EQUIP NONREC | | | | | | | | | [1] | 0.0 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.7 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| PMA | | | | | | | | | | 0.2 |
| FLT TEST | | | | | | | | | | 0.2 |
| INSTAL | | | | | | | | | | 0.2 |
| TOTAL COST (BP-1100) | | | | | | | | | 19 | 2.3 |

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 1 Month

Follow-On Lead Time: 3 Months

Milestones

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

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: C-130

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

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 (.048) and .823 PLS FY98 = Hung Paratrooper Retrieval System (1.079); FY99 = SCADC(.097) and PLS (.094)
 Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| REFURB OF EMD | | 1.8 | | | | | | | | | | |
| ASSETS | | | | | | | | | | | | |
| AIRCRAFT | | 1.2 | | | 1.1 | | 0.4 | | 0.6 | | | 0.1 |
| PLS | | 0.9 | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 4.0 | | | 1.1 | | 0.4 | | 0.6 | | | 0.1 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| REFURB OF EMD ASSETS | | | | | | | | | | 1.8 |
| AIRCRAFT | | 1.9 | | 0.1 | | 0.1 | | 5.7 | | 11.2 |
| PLS | | | | | | | | | | 0.9 |
| TOTAL COST (BP-1100) | | 1.9 | | 0.1 | | 0.1 | | 5.7 | | 14.0 |

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-92

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: FM IMMUNITY MN-DC101
Models of Aircraft Affected: All except C-130J

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

FY00 funding for effort resulted from a Congressional Appropriations Committee plus-up for GATM efforts, one of which is FM Immunity. This modification provides protection from interference with FM broadcast band adjacent to the aeronautical radio navigation band. This modification effort will reduce/eliminate the number of non-compliant aircraft and reduce the operational risk and operational restrictions placed on non-compliant aircraft by host nations.

Aircraft Breakdown: Active 276, Reserve 137, ANG 247

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | [558] | 6.9 | [102] | 1.0 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | 0.0 | | 0.0 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| FLIGHT TEST | | | | | | | | | | | | |
| OGC | | | | 0.0 | | | | | | | | |
| PMA | | | | | | 0.1 | | | | | | |
| TOTAL COST (BP-1100) | | | 6.9 | | 1.1 | | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [660] | 7.9 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.0 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| FLIGHT TEST | | | | | | | | | | |
| OGC | | | | | | | | | | 0.0 |
| PMA | | | | | | | | | | 0.1 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 8.0 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

| | | | | | | | | |
|--|-----------|-----------|-----------|-------------------------------------|-----------|-----------|--------------------------|-----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-135 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$456.352 | \$376.755 | \$231.066 | \$179.255 | \$164.942 | \$159.886 | \$169.350 | \$177.421 |

This line item funds modifications to the C-135 and KC-135 aircraft. The C-135 is a four engine aircraft used for long range cargo and passenger airlift and to support theater commanders. The four engine KC-135 provides air refueling through either the refueling boom or drogue. As a cargo aircraft, the KC-135 can carry six standard 463-L pallets. The primary modifications budgeted in FY02 are the Global Air Traffic Management (GATM) modification and the Avionics Modernization Program Pacer CRAG (Compass Radar and GPS). Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|---------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P-S | 99999A | LOW COST SAFETY M | | | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 0.4 |
| TOTAL FOR CLASS P-S | | | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.4 |
| P | 10402B | FUEL SAVINGS ADVISO | 0.1 | | | | | | | | | 102.7 |
| | 17403B | STANDARD FLIGHT DA | 0.3 | 0.4 | 0.4 | | | | | | | 14.3 |
| | 2984X | NUCLEAR HARDENING | 0.1 | | | | | | | | | 0.8 |
| | 3009E | C-135 REENGINE | 102.4 | 52.0 | 56.0 | | | | | | | 701.5 |
| | 3149F | FLIGHT DATA RECORD | 16.3 | 44.0 | 30.7 | 1.6 | | | | | | 123.7 |
| | 3150PC | PACER CRAG (COMPA | 159.0 | 78.5 | 1.5 | | | | | | | 660.1 |
| | 3353 | HF AUTO COMM PROC | 1.2 | 1.1 | 0.3 | | | | | | | 24.0 |
| | 4218 | HIGH RELIABILITY MAI | 1.1 | 0.9 | 0.8 | | | | | | | 12.8 |
| | 4231 | MULTIPOINT REFUELIN | 4.0 | 1.1 | 1.0 | 0.3 | 4.2 | 6.1 | 36.1 | 38.3 | 26.3 | 190.5 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 54 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|-----------|-----------|-----------|------------------------------|-----------|-----------|-------------------|-----------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-135 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$456.352 | \$376.755 | \$231.066 | \$179.255 | \$164.942 | \$159.886 | \$169.350 | \$177.421 |

This line item funds modifications to the C-135 and KC-135 aircraft. The C-135 is a four engine aircraft used for long range cargo and passenger airlift and to support theater commanders. The four engine KC-135 provides air refueling through either the refueling boom or drogue. As a cargo aircraft, the KC-135 can carry six standard 463-L pallets. The primary modifications budgeted in FY02 are the Global Air Traffic Management (GATM) modification and the Avionics Modernization Program Pacer CRAG (Compass Radar and GPS). Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | 4310 | INTERPHONE REPLAC | 11.6 | 4.3 | 1.2 | | | | | | | 37.7 |
| | 6030 | REDUCED VERTICAL S | 43.1 | 43.8 | 19.3 | | | | | | | 145.6 |
| | 9702 | 8.33 KHZ VHF RADIO | 24.8 | 33.2 | | | | | | | | 71.0 |
| | 9709 | GLOBAL AIR TRAFFIC | 16.7 | 19.1 | 84.1 | 159.3 | 157.5 | 151.8 | 131.4 | 137.3 | 125.2 | 1,031.0 |
| | 9737 | ELECTROMAGNETIC P | | | 6.5 | 6.9 | | | | | | 13.5 |
| | 9810 | LD/HD RIVET JOINT TR | | | 14.9 | | | | | | | 14.9 |
| | 99999X | LOW COST MODIFICAT | 1.0 | 0.5 | 1.8 | 2.0 | 1.8 | 1.9 | 1.8 | 1.8 | | 18.2 |
| | DC101 | FM IMMUNITY | 0.8 | 6.4 | | | | | | | | 7.2 |
| | SIM135 | SIMULATOR UPGRADE | 20.6 | 20.1 | 3.6 | 9.1 | 1.4 | | | | | 67.3 |
| | TAWS | TERRAIN AWARENESS | 24.4 | 11.8 | 8.8 | | | | | | | 98.0 |
| | Z88888 | REPROGRAMMINGS | 28.8 | 59.4 | | | | | | | | 92.1 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 54 | PAGE NO. 2 | |
|--|-------------------------------|---------------|--|

| | | | | | | | | |
|--|-----------|-----------|-----------|-------------------------------------|-----------|-----------|--------------------------|-----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: C-135 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$456.352 | \$376.755 | \$231.066 | \$179.255 | \$164.942 | \$159.886 | \$169.350 | \$177.421 |

This line item funds modifications to the C-135 and KC-135 aircraft. The C-135 is a four engine aircraft used for long range cargo and passenger airlift and to support theater commanders. The four engine KC-135 provides air refueling through either the refueling boom or drogue. As a cargo aircraft, the KC-135 can carry six standard 463-L pallets. The primary modifications budgeted in FY02 are the Global Air Traffic Management (GATM) modification and the Avionics Modernization Program Pacer CRAG (Compass Radar and GPS). Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------------------|---------------|---------------------------|-------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | | | TOTAL FOR CLASS P | 456.5 | 376.8 | 231.0 | 179.2 | 164.9 | 159.9 | 169.3 | 177.4 | 151.5 |
| TOTAL FOR AIRCRAFT C-135 | 456.5 | 376.8 | 231.1 | 179.3 | 165.0 | 160.0 | 169.4 | 177.5 | 151.5 | 3,427.6 | | |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 54 | PAGE NO. 3 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: STANDARD FLIGHT DATA RECORDER MN-17403B

Models of Aircraft Affected: C/KC-135

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
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. A sampling of 25 aircraft were selected to collectively represent the data. Installation schedule driven by aircraft availability. Fluctuation cost of install kits due variety of MDS's and interior configuration of aircraft. Cost of equipment fluctuation caused by updated MOD programs which established new baselines with each new MOD. Software interface update requirement for the standard GRE computer.

AMC/13, ACC/4, AFR/2, ANG/4, AFMC/1, NASA/1

Aircraft Breakdown: Active 19, Reserve 2, ANG 4

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 25 | 2.3 | | | | | | | | | | |
| KITS NONRECUR | | 1.5 | | | | | | | | | | |
| EQUIPMENT | [25] | 2.8 | | | | | | | | | | |
| EQUIP | | 0.5 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 2.3 | | | | | | 0.3 | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 1.7 | | | | | | | | | | |
| SOFTWARE | | 1.2 | | | | 0.1 | | | | | | |
| OGC | | 0.1 | | 0.0 | | 0.0 | | 0.0 | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-93 3 KITS | [3] | 0.1 | | | | | | | | | | |
| FY-95 8 KITS | [8] | 0.6 | | | | | | | | | | |
| FY-96 13 KITS | [1] | 0.1 | [5] | 0.3 | [7] | 0.3 | | | | | | |
| FY-97 1 KITS | | | | | | | | [1] | 0.1 | | | |
| TOTAL INSTALL | 12 | 0.8 | 5 | 0.3 | 7 | 0.3 | 1 | 0.1 | | | | |
| TOTAL COST (BP-1100) | 25 | 13.2 | | 0.3 | | 0.4 | | 0.4 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 25 | 2.3 |
| KITS NONRECUR | | | | | | | | | | 1.5 |
| EQUIPMENT | | | | | | | | | [25] | 2.8 |
| EQUIP NONREC | | | | | | | | | | 0.5 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 2.6 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 1.7 |
| SOFTWARE | | | | | | | | | | 1.3 |
| OGC | | | | | | | | | | 0.2 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-93 3 KITS | | | | | | | | | [3] | 0.1 |
| FY-95 8 KITS | | | | | | | | | [8] | 0.6 |
| FY-96 13 KITS | | | | | | | | | [13] | 0.7 |
| FY-97 1 KITS | | | | | | | | | [1] | 0.1 |
| TOTAL INSTALL | | | | | | | | | 25 | 1.5 |
| TOTAL COST (BP-1100) | | | | | | | | | 25 | 14.3 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

Milestones

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

| | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | 1 | | | | | | 1 | | 1 | | | | | | | | 1 | 1 | | | | 2 | | | 2 | 3 | 1 | 1 | 1 | 2 |
| Output | | | | | 1 | | | | | | 1 | | | | 1 | | | | | | | | 1 | 1 | | | 1 | 1 | 2 | 3 | 1 | 1 |

Installation Schedule Continued

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 2 | 2 | 2 | 1 | 1 | | | |
| Output | 2 | 2 | 3 | 3 | 1 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: C-135 REENGINE MN-3009E
Models of Aircraft Affected: C/KC-135

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
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 will extend the life of these aircraft, including: reinforced floor, new strengthened main landing gear, reinforced wing structure, new struts, modified air cycle machine (ACM), revised nose wheel steering, strut bleed air overheat warning system, fuel temperature probe, Flight Control Augmentation System (FCAS), larger hydraulic lines in fin, new Air Data Computer (ADC), dual Auxiliary Power Units (APUs), new electrical power generation system, new fire detection and extinguishing system, Turbine Engine Monitoring System (TEMS), new nacelles/fairings/fan duct, modified throttle control system, and rearranged cockpit controls and displays. The combination of these upgrades provides an aircraft with substantially greater capability: better fuel efficiency, greater fuel offload, greater loiter time, and reduced Operations and Maintenance costs. One kit on the equipment line equals 4 engines.

Active Duty aircraft completed modification in 1994. All funding documented in this P3A is from Congressional Add. Two KC-135E aircraft were funded by FY98 NGREA 0350 account (Congressional Add) and are not included in the aircraft breakdown. FY00 & FY01 Congressional add fully funds the program through FY03 - install costs in FY02 and FY03 are part of FY00 and FY01 Congressional add. After considering the FY01 Congressional Add quantity, there are 16 AFRC and 84 ANG KC-135E remaining candidates for reengining.

FY03-FY07 budget estimates do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 0, Reserve 10, ANG 18

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|-------|-------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 22 | 159.7 | 4 | 36.4 | 2 | 19.7 | 2 | 19.8 | | | | |
| KITS NONRECUR | | 3.5 | | | | | | | | | | |
| EQUIPMENT | [22] | 289.1 | [4] | 47.6 | [2] | 27.5 | [2] | 31.2 | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 4.9 | | 5.0 | | | | | | | | |
| DATA | | 8.7 | | 0.8 | | 0.8 | | 0.9 | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 1.0 | | 4.3 | | | | | | | | |
| OGC | | 0.1 | | 0.3 | | 0.0 | | 0.0 | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-93 15 KITS | [15] | 13.6 | | | | | | | | | | |
| FY-94 1 KITS | [1] | 1.0 | | | | | | | | | | |
| FY-96 4 KITS | [4] | 6.3 | | | | | | | | | | |
| FY-97 2 KITS | [2] | 3.2 | | | | | | | | | | |
| FY-00 4 KITS | | | | 8.0 | | | [4] | | | | | |
| FY-01 2 KITS | | | | | | 4.0 | | | [2] | | | |
| FY-02 2 KITS | | | | | | | | 4.1 | | | | [2] |
| TOTAL INSTALL | 22 | 24.1 | | 8.0 | | 4.0 | 4 | 4.1 | 2 | | | 2 |
| TOTAL COST (BP-1100) | 22 | 491.1 | 4 | 102.4 | 2 | 52.0 | 2 | 56.0 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 30 | 235.6 |
| KITS NONRECUR | | | | | | | | | | 3.5 |
| EQUIPMENT | | | | | | | | | [30] | 395.3 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 9.9 |
| DATA | | | | | | | | | | 11.2 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 5.3 |
| OGC | | | | | | | | | | 0.4 |
| 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] | 3.2 |
| FY-00 4 KITS | | | | | | | | | [4] | 8.0 |
| FY-01 2 KITS | | | | | | | | | [2] | 4.0 |
| FY-02 2 KITS | | | | | | | | | [2] | 4.1 |
| TOTAL INSTALL | | | | | | | | | 30 | 40.2 |
| TOTAL COST (BP-1100) | | | | | | | | | 30 | 701.5 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

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

Installation Schedule

| | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|--|--|--|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | |
| Input | | | | | | | | | | | | | 6 | 4 | 3 | 2 | 1 | | | | 1 | 2 | | | 1 | | | | 1 | | | | | | | |
| Output | | | | | | | | | | | | | 6 | 3 | 3 | 3 | 1 | | | | | | | | 2 | 1 | | | 1 | | | | 1 | | | |

Installation Schedule Continued

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| 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 | | | 1 | | | |
| Output | 1 | | | | | | | 2 | 2 | | | 1 | 1 | | | | 1 | 1 | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: FLIGHT DATA RECORDER & COCKPIT VOICE RECORDER MN-3149F

Models of Aircraft Affected: C/KC-135

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
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 integration strategy with a common integration contract and concurrent installation is planned. Direction for implementation of AF Navigation and Safety Master Plan and Policy is contained in the 9 Sep 96 AF/XO. SAF/AQ memo 'SECDEF - Directed Navigation and Safety Modification', and policy guidance provided in a coordinated AF/XO, AF/SE, AF/XP, and SAF/AQ message, date Mar 97.

The NRE in FY97, FY98 and FY99 are for KCR/T & KCE variants. FY01-02 NRE is for the DV/OSA/CINC/Special purpose aircraft variants, (CE/2ea, KCD/4ea, NKCB, NKCE/2ea, OCB/2ea, KCE).

The Engine line incorporates the Turbine Engine Monitoring System (TEMS), MN 9734, an RTOC initiative, which provides continuous in-flight monitoring and recording of selected aircraft and engine parameters required to evaluate engine performance trending, limited engine event detection, parts life tracking and mission profile data. Data is downloaded on the ground and is used to anticipate engine and associated component overhaul before an in-flight catastrophic engine failure occurs. The existing TEMS will be removed from the KCR/T model aircraft and the functionality added to the FDR.

This Mod is baselined with MN 3150PC/Pacer CRAG and Block 30 Upgrade (TAWS, MN 3149F/Nav Safety). Nav Safety program was delayed about one year as a result of blocking several mods for concurrent installation.

'FY03-07 Budget numbers do not reflect the DOD strategic review results.'

Aircraft Breakdown: Active 293, Reserve 70, ANG 223

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 249 | 5.0 | 199 | 2.7 | 135 | 2.7 | 3 | 0.1 | | | | |
| KITS NONRECUR | | 6.0 | | | | 14.4 | | 11.6 | | | | |
| EQUIPMENT | [249] | 16.2 | [199] | 8.8 | [135] | 8.8 | [3] | 0.3 | | | | |
| EQUIP | | 1.0 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 1.4 | | | | | | | | | | |
| DATA | | 0.7 | | | | 4.5 | | | 1.5 | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.1 | | | | | | | | | | |
| ENGINE | | | | | | 5.9 | | 10.6 | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| OGC | | 0.2 | | 0.1 | | 2.0 | | 1.1 | | 0.1 | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-97 109 KITS | [19] | 0.5 | [90] | 2.1 | | | | | | | | |
| FY-98 25 KITS | | | [25] | 0.6 | | | | | | | | |
| FY-99 115 KITS | | | [89] | 2.1 | [26] | 0.8 | | | | | | |
| FY-00 199 KITS | | | | | [164] | 4.9 | [35] | 1.4 | | | | |
| FY-01 135 KITS | | | | | | | [135] | 5.4 | | | | |
| FY-02 3 KITS | | | | | | | [3] | 0.1 | | | | |
| TOTAL INSTALL | 19 | 0.5 | 204 | 4.7 | 190 | 5.7 | 173 | 6.9 | | | | |
| TOTAL COST (BP-1100) | 249 | 31.1 | 199 | 16.3 | 135 | 44.0 | 3 | 30.7 | | 1.6 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 586 | 10.5 |
| KITS NONRECUR | | | | | | | | | | 32.0 |
| EQUIPMENT | | | | | | | | | [586] | 34.1 |
| EQUIP NONREC | | | | | | | | | | 1.0 |
| CHANGE ORDERS | | | | | | | | | | 1.4 |
| DATA | | | | | | | | | | 6.6 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.1 |
| ENGINE | | | | | | | | | | 16.5 |
| OGC | | | | | | | | | | 3.5 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-97 109 KITS | | | | | | | | | [109] | 2.6 |
| FY-98 25 KITS | | | | | | | | | [25] | 0.6 |
| FY-99 115 KITS | | | | | | | | | [115] | 2.8 |
| FY-00 199 KITS | | | | | | | | | [199] | 6.3 |
| FY-01 135 KITS | | | | | | | | | [135] | 5.4 |
| FY-02 3 KITS | | | | | | | | | [3] | 0.1 |
| TOTAL INSTALL | | | | | | | | | 586 | 17.8 |
| TOTAL COST (BP-1100) | | | | | | | | | 586 | 123.7 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

| | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | 4 | 4 | 1 | | 10 | 51 | 51 | 51 | 51 | 47 | 47 | 48 | 48 | 51 | 51 | 20 |
| Output | | | | | | | | | 4 | 4 | 1 | | 5 | 51 | 51 | 51 | 51 | 51 | 47 | 47 | 48 | 48 | 51 | 25 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: PACER CRAG (COMPASS, RADAR, AND GPS) MN-3150PC

Models of Aircraft Affected: C/KC-135

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

This is a combined Global Air Traffic Management (GATM)/Nav Safety program which replaces the compass and radar. It adds a GPS receiver (embedded GPS/inertial navigation unit) and TCAS integrated through a commercial off-the-shelf (COTS)/non-developmental item (NDI) flight management system which includes new multi-function displays. This program does not degrade the capability of the KC-135 in an NBC environment. The program is the foundation of the GATM modification. First three FY96 kit (prototype) installations funded by Kit NRE. 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. This drove the use of partial prior year funding for installs in FY99-02. This also drives average installation costs to appear to fluctuate when actual install costs are about \$220K each. Increased kit per unit cost in FY01 is due to reduced 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 (Receiver Autonomous Integrity Monitoring (RAIM)/GATM requirement). FY99 change orders reflect software change to ETCAS to meet FY00 European requirement and GATM baseline. FY96 Sim/Trainer buy reflects Sim buy. FY97 Sim/Trainer buy reflects Tabletop Trainer buys. FY98 & 99 Sim/Trainer funds are for Block upgrade only on existing W/S Trainers. 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. These aircraft (and corresponding kits and installations) are not included in installation totals. FY00/01 OGC includes FCF fuel for BAE Systems installations, engineering over and above, and SPO contractor funding. FY02 OGC includes FCF fuel and SPO contractor funding. FY 00/01 change orders include EGI upgrades, ECP-022/023 and save stat software packages, and DADC retrofit. FY00-02 data includes Block 35 changes and enhancements to tech data troubleshooting matrices. FY00/01 non-recurring kits line includes Block 35 NRE kits. FY01 warranty is the 10-year extension to the current reliability warranty on Pacer CRAG line replaceable units. FY01/02 installations realize economies of scale through delivery orders under current installation. Installations for the last 41 kits include higher-cost Block 35 installations. These are the last contract options for Pacer CRAG. Beginning Oct 99, this modification became part of Block 30 and is baselined with RVSM (6030), Nav/Safety (3149F), TAWS (3368), and High Reliability Maintenance Free Battery (KC4218). In addition, it is part of the Block 35 installation on special purpose C-135 aircraft and D-model tankers.

Aircraft Breakdown: Active 270, Reserve 70, ANG 223

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 343 | 32.8 | 175 | 14.9 | 41 | 4.3 | | | | | | |
| KITS NONRECUR | 4 | 5.4 | | 10.2 | | 6.1 | | | | | | |
| EQUIPMENT | [343] | 204.4 | [175] | 92.0 | [41] | 22.7 | | | | | | |
| EQUIP | [4] | 6.9 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 61.9 | | 4.8 | | 0.7 | | 0.3 | | | | |
| DATA | | 8.0 | | 0.5 | | 1.0 | | 0.5 | | | | |
| SIM/TRAINER | [44] | 28.7 | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| RETROFIT | | 3.0 | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| OGC | | 4.4 | | 2.5 | | 0.8 | | 0.8 | | | | |
| WARRANTY | | | | | | 8.9 | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-95 6 KITS | [6] | 1.4 | | | | | | | | | | |
| FY-96 44 KITS | [44] | 17.5 | | | | | | | | | | |
| FY-97 101 KITS | [101] | 24.7 | | | | | | | | | | |
| FY-98 115 KITS | [86] | 22.1 | [29] | 6.4 | | | | | | | | |
| FY-99 81 KITS | | | [81] | 17.9 | | | | | | | | |
| FY-00 175 KITS | | | [45] | 9.9 | [130] | 25.0 | | | | | | |
| FY-01 41 KITS | | | | | [25] | 9.1 | [16] | | | | | |
| TOTAL INSTALL | 237 | 65.6 | 155 | 34.2 | 155 | 34.1 | 16 | | | | | |
| TOTAL COST (BP-1100) | 347 | 421.0 | 175 | 159.0 | 41 | 78.5 | | 1.5 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 559 | 51.9 |
| KITS NONRECUR | | | | | | | | | 4 | 21.7 |
| EQUIPMENT | | | | | | | | | [559] | 319.0 |
| EQUIP NONREC | | | | | | | | | [4] | 6.9 |
| CHANGE ORDERS | | | | | | | | | | 67.6 |
| DATA | | | | | | | | | | 9.9 |
| SIM/TRAINER | | | | | | | | | [44] | 28.7 |
| SUPPORT-EQUIP | | | | | | | | | | |
| RETROFIT | | | | | | | | | | 3.0 |
| OGC | | | | | | | | | | 8.5 |
| WARRANTY | | | | | | | | | | 8.9 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-95 6 KITS | | | | | | | | | [6] | 1.4 |
| FY-96 44 KITS | | | | | | | | | [44] | 17.5 |
| FY-97 101 KITS | | | | | | | | | [101] | 24.7 |
| FY-98 115 KITS | | | | | | | | | [115] | 28.5 |
| FY-99 81 KITS | | | | | | | | | [81] | 17.9 |
| FY-00 175 KITS | | | | | | | | | [175] | 34.9 |
| FY-01 41 KITS | | | | | | | | | [41] | 9.1 |
| TOTAL INSTALL | | | | | | | | | 563 | 134.0 |
| TOTAL COST (BP-1100) | | | | | | | | | 563 | 660.1 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

| | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 12/95 | 03/97 | 09/97 | 12/97 | 01/99 | 10/99 | 10/99 | 10/00 |
| Delivery Date (Month/CY) | 06/96 | 09/97 | 06/98 | 06/98 | 10/99 | 04/00 | 04/01 | |

Installation Schedule

| | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | 3 | | | 1 | | | | | 2 | 15 | 18 | 25 | 27 | 38 | 49 | 59 | 29 | 38 | 44 | 44 | 39 | 39 | 38 | 39 | 16 | |
| Output | | | | | | | | | 1 | 3 | 1 | 1 | 4 | 17 | 16 | 29 | 38 | 42 | 42 | 37 | 43 | 54 | 54 | 40 | 45 | 40 | 40 | 16 | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: HF AUTO COMM PROCESSOR (ACP) MN-3353
Models of Aircraft Affected: C/KC-135

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

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

Description/Justification

Incorporates an Automatic Communications Processor (ACP) in C/KC-135 aircraft. This modification provides command and control compatibility with AMC and significantly enhances high frequency capabilities. Prerequisite to Pacer CRAG (3150), TAWS (3368), RVSM (6030), & Nav/Safety (3149). FY98 Installs delayed due to AMC direction (field level installs changed to cost effective CFT Installs). Originally installs were by field level maintenance and then by Roving CFTs. Currently, production installs are accomplished by Raytheon CFTs and at the BAE Avionics Mod Line. FY01 installs partially funded using prior year funding, due to qty. buy discounts. Installation in process, concurrent with Block 30/Pacer CRAG as of Oct 00. FY00-01-02 NRE is for C/KC-135 Special Purpose aircraft, various MDS's

Aircraft Breakdown: Active 270, Reserve 70, ANG 223

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 552 | 3.2 | 7 | 0.1 | 4 | 0.1 | | | | | | |
| KITS NONRECUR | | 0.4 | | 0.2 | | 0.3 | | 0.1 | | | | |
| EQUIPMENT | [552] | 15.1 | [7] | 0.5 | [4] | 0.3 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.5 | | 0.1 | | 0.3 | | 0.1 | | | | |
| SIM/TRAINER | [20] | 0.9 | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | 0.2 | | | | 0.0 | | 0.0 | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-95 130 KITS | [130] | 0.8 | | | | | | | | | | |
| FY-96 216 KITS | [210] | 0.3 | [6] | 0.0 | | | | | | | | |
| FY-97 206 KITS | | | [162] | 0.2 | [44] | | | | | | | |
| FY-00 7 KITS | | | | | [7] | 0.1 | | | | | | |
| FY-01 4 KITS | | | | | | | | [4] | 0.1 | | | |
| TOTAL INSTALL | 340 | 1.1 | 168 | 0.2 | 51 | 0.1 | 4 | 0.1 | | | | |
| TOTAL COST (BP-1100) | 552 | 21.4 | 7 | 1.2 | 4 | 1.1 | | 0.3 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 563 | 3.4 |
| KITS NONRECUR | | | | | | | | | | 1.1 |
| EQUIPMENT | | | | | | | | | [563] | 15.8 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 1.0 |
| SIM/TRAINER | | | | | | | | | [20] | 0.9 |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.3 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-95 130 KITS | | | | | | | | | [130] | 0.8 |
| FY-96 216 KITS | | | | | | | | | [216] | 0.3 |
| FY-97 206 KITS | | | | | | | | | [206] | 0.2 |
| FY-00 7 KITS | | | | | | | | | [7] | 0.1 |
| FY-01 4 KITS | | | | | | | | | [4] | 0.1 |
| TOTAL INSTALL | | | | | | | | | 563 | 1.5 |
| TOTAL COST (BP-1100) | | | | | | | | | 563 | 24.0 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 9 Months

Follow-On Lead Time: 12 Months

Milestones

| | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/95 | 06/96 | 12/96 | | | 04/01 | 04/01 | |
| Delivery Date (Month/CY) | 06/96 | 06/97 | 12/97 | | | 04/02 | 04/02 | |

Installation Schedule

| | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|----|--------------|---|---|---|--------------|-----|-----|----|--------------|----|----|----|--------------|----|----|----|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | | | 25 | | | | | 8 | 117 | 117 | 73 | 53 | 48 | 45 | 22 | 14 | 14 | 14 | 9 | 3 | | | 1 |
| Output | | | | | | | | | 25 | | | | | | | | 8 | 112 | 126 | 69 | 56 | 45 | 46 | 17 | 13 | 14 | 14 | 11 | 2 | 1 | 3 | 1 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: HIGH RELIABILITY MAINT FREE BATTERY MN-4218

Models of Aircraft Affected: C/KC-135

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
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 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). Was formerly MN-KC4218. Production installations in process, concurrent with Block 30 (Pacer CRAG). Currently, production installs are accomplished by Raytheon CFT's and at BAE Avionics Mod Line. FY00 and FY01 installs partially funded using prior year funding. FY00, 01, 02 NRE and FY00, 01 OGC for Special Purpose Aircraft.

Aircraft Breakdown: Active 294, Reserve 70, ANG 224

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 588 | 3.3 | | | | | | | | | | |
| KITS NONRECUR | | 0.3 | | 0.2 | | 0.3 | | 0.2 | | | | |
| EQUIPMENT | [588] | 2.8 | | | | | | | | | | |
| EQUIP NONREC | | 0.1 | | | | | | | | | | |
| CHANGE ORDERS | | 0.3 | | | | | | | | | | |
| DATA | | 0.7 | | 0.3 | | 0.2 | | 0.4 | | | | |
| SIM/TRAINER | [46] | 0.4 | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| RETROFIT KITS | | | [449] | 0.4 | [138] | 0.1 | | | | | | |
| KIT REPLENISHMENT | | | [93] | 0.1 | | | | | | | | |
| OGC | | 0.2 | | | | 0.1 | | 0.0 | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-95 54 KITS | [54] | 0.5 | | | | | | | | | | |
| FY-96 62 KITS | [62] | 0.4 | | | | | | | | | | |
| FY-97 135 KITS | [126] | 0.7 | [9] | 0.0 | | | | | | | | |
| FY-98 180 KITS | | | [118] | 0.2 | [62] | 0.1 | | | | | | |
| FY-99 157 KITS | | | | | [84] | 0.2 | [73] | 0.2 | | | | |
| TOTAL INSTALL | 242 | 1.6 | 127 | 0.2 | 146 | 0.3 | 73 | 0.2 | | | | |
| TOTAL COST (BP-1100) | 588 | 9.9 | | 1.1 | | 0.9 | | 0.8 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 588 | 3.3 |
| KITS NONRECUR | | | | | | | | | | 1.0 |
| EQUIPMENT | | | | | | | | | [588] | 2.8 |
| EQUIP NONREC | | | | | | | | | | 0.1 |
| CHANGE ORDERS | | | | | | | | | | 0.3 |
| DATA | | | | | | | | | | 1.6 |
| SIM/TRAINER | | | | | | | | | [46] | 0.4 |
| SUPPORT-EQUIP | | | | | | | | | | |
| RETROFIT KITS | | | | | | | | | [587] | 0.5 |
| KIT REPLENISHMENT | | | | | | | | | [93] | 0.1 |
| OGC | | | | | | | | | | 0.3 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-95 54 KITS | | | | | | | | | [54] | 0.5 |
| FY-96 62 KITS | | | | | | | | | [62] | 0.4 |
| FY-97 135 KITS | | | | | | | | | [135] | 0.7 |
| FY-98 180 KITS | | | | | | | | | [180] | 0.2 |
| FY-99 157 KITS | | | | | | | | | [157] | 0.4 |
| TOTAL INSTALL | | | | | | | | | 588 | 2.3 |
| TOTAL COST (BP-1100) | | | | | | | | | 588 | 12.8 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | |
| Input | | | | | | | | | 2 | 2 | | | | | | | 15 | 18 | 25 | 45 | 45 | 45 | 45 | 32 | 32 | 32 | 31 | 37 | 36 | 36 | 37 | 36 | 37 | | | |
| Output | | | | | | | | | 2 | 2 | | | | | | | 15 | 18 | 25 | 45 | 45 | 45 | 45 | 45 | 32 | 32 | 32 | 31 | 37 | 36 | 36 | 37 | 36 | 37 | 36 | 37 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: MULTIPPOINT REFUELING MN-4231
Models of Aircraft Affected: C/KC-135

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
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 aircraft 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. Total aircraft of 45 will not equal total funded with 3010 because the 1st kit was procured with 3600 funds 'FY95' prototype install funded with 3600 funds. Procurement exceeded install due to quantity discount price break option (Foreign Military Sales customers). Program restructured due to fiscal constraints: no kit buys in FY99 and FY00 due to schedule extension into FY08. Was formerly MN-KC4231.

'FY03-07 Budget numbers do not reflect the DOD strategic review results.'

Aircraft Breakdown: Active 41, Reserve 2, ANG 2

Development Status

Completed.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | [1] | 33.5 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 19 | 15.5 | | | | | | | | | 2 | 2.3 |
| KITS NONRECUR EQUIPMENT | [19] | 33.6 | | | | | | | | | | 1.3 |
| EQUIP NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 1.0 | | | | 0.4 | | 0.8 | | | | 0.1 |
| DATA | | 1.3 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 4.6 | | | | | | | | | | |
| MILSTRIP | | 3.0 | | | | | | | | | | |
| WARRANTY | | 1.8 | | | | | | | | | | 0.1 |
| OGC | | 0.5 | | 0.2 | | 0.8 | | 0.3 | | 0.3 | | 0.3 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-96 3 KITS | [3] | 4.0 | | | | | | | | | | |
| FY-97 11 KITS | [10] | 7.8 | [1] | 0.6 | | | | | | | | |
| FY-98 5 KITS | | | [5] | 3.2 | | | | | | | | |
| FY-04 2 KITS | | | | | | | | | | | | |
| FY-06 8 KITS | | | | | | | | | | | | |
| FY-07 7 KITS | | | | | | | | | | | | |
| FY-08 8 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | 13 | 11.8 | 6 | 3.8 | | | | | | | | |
| TOTAL COST (BP-1100) | 19 | 73.1 | | 4.0 | | 1.1 | | 1.0 | | 0.3 | 2 | 4.2 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | [1] | 33.5 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | 8 | 7.0 | 7 | 6.9 | 8 | 7.2 | 44 | 39.0 |
| KITS NONRECUR | | | | 0.2 | | | | | | 1.6 |
| EQUIPMENT | [1] | 3.6 | [6] | 23.2 | [6] | 21.6 | | | [32] | 82.0 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | 0.9 | | 1.8 | | 0.4 | | 5.4 |
| DATA | | | | 0.7 | | 0.7 | | 0.2 | | 2.9 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | 2.2 | | | | 2.0 | | 8.9 |
| MILSTRIP | | | | 0.7 | | | | | | 3.7 |
| WARRANTY | | 0.1 | | 0.6 | | 0.6 | | 0.2 | | 3.3 |
| OGC | | 0.3 | | 0.5 | | 0.6 | | 0.8 | | 4.4 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-96 3 KITS | | | | | | | | | [3] | 4.0 |
| FY-97 11 KITS | | | | | | | | | [11] | 8.4 |
| FY-98 5 KITS | | | | | | | | | [5] | 3.2 |
| FY-04 2 KITS | [2] | 2.2 | | | | | | | [2] | 2.2 |
| FY-06 8 KITS | | | | | [8] | 6.3 | | | [8] | 6.3 |
| FY-07 7 KITS | | | | | | | [7] | 8.0 | [7] | 8.0 |
| FY-08 8 KITS | | | | | | | [8] | 7.3 | [8] | 7.3 |
| TOTAL INSTALL | 2 | 2.2 | | | 8 | 6.3 | 15 | 15.3 | 44 | 39.5 |
| TOTAL COST (BP-1100) | | 6.1 | 8 | 36.1 | 7 | 38.3 | 8 | 26.3 | 44 | 190.5 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 11 Months

Follow-On Lead Time: 11 Months

Milestones

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

Installation Schedule

| | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|---|--|
| 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 | 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 | | | | |
| | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | | <u>FY-07</u> | | | | <u>FY-08</u> | | | | <u>FY-09</u> | | | | | | | | |
| 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 | 1 | 2 | 3 | 4 | |
| Input | | | | | | | | | | | | | 1 | 1 | | | | | | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| Output | | | | | | | | | | | | | 1 | 1 | | | | | | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: INTERPHONE REPLACEMENT MN-4310
Models of Aircraft Affected: C/KC-135

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

This is a Global Air Traffic Management (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 GATM requirements. Phase I Interphone boxes/are baselined with GATM (MN 9709) for installation purposes. Phase II additional wiring, new junction box, new speaker system is incorporated by GATM and is baselined with GATM (MN 9709) for installation purposes. FY01 NRE ensures this modification does not degrade the capability of the -135 in a nuclear, biological and chemical (NBC) environment. Installations in process, concurrent with Block 30 (Pacer CRAG) as of Oct 00.

A/C Breakdown - Big Safari N/A

FY98, 4 each kits, purchased with 0350 money.

FY98, NRE, for RT&E models.

FY00 & FY01 NRE, AIC-18 unique integration special purpose aircraft, various MDSs.

FY99 (54 ea) & FY00 (246 ea of 250 ea) Installs funded with 0350 money.

FY99 Initial Incorporation, FY00 Data Retrofit Incorporation, FY01 Final Incorporation

Aircraft Breakdown: Active 270, Reserve 70, ANG 223

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 342 | 2.5 | 201 | 1.6 | 20 | 0.2 | | | | | | |
| KITS NONRECUR | | 1.9 | | 1.1 | | 1.7 | | 0.6 | | | | |
| EQUIPMENT | [342] | 13.4 | [201] | 8.3 | [20] | 1.0 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | 0.2 | | | | | | |
| DATA | | 0.4 | | 0.1 | | 0.4 | | 0.2 | | | | |
| SIM/TRAINER | [23] | 0.6 | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | 1.8 | | 0.0 | | 0.1 | | 0.0 | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 4 KITS | [4] | 0.0 | | | | | | | | | | |
| FY-99 338 KITS | [54] | | [250] | 0.5 | [34] | 0.1 | | | | | | |
| FY-00 201 KITS | | | | | [112] | 0.5 | [89] | 0.3 | | | | |
| FY-01 20 KITS | | | | | | | [20] | 0.0 | | | | |
| TOTAL INSTALL | 58 | 0.0 | 250 | 0.5 | 146 | 0.6 | 109 | 0.3 | | | | |
| TOTAL COST (BP-1100) | 342 | 20.7 | 201 | 11.6 | 20 | 4.3 | | 1.2 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 563 | 4.3 |
| KITS NONRECUR | | | | | | | | | | 5.3 |
| EQUIPMENT | | | | | | | | | [563] | 22.8 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.2 |
| DATA | | | | | | | | | | 1.1 |
| SIM/TRAINER | | | | | | | | | [23] | 0.6 |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 1.9 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 4 KITS | | | | | | | | | [4] | 0.0 |
| FY-99 338 KITS | | | | | | | | | [338] | 0.7 |
| FY-00 201 KITS | | | | | | | | | [201] | 0.8 |
| FY-01 20 KITS | | | | | | | | | [20] | 0.0 |
| TOTAL INSTALL | | | | | | | | | 563 | 1.5 |
| TOTAL COST (BP-1100) | | | | | | | | | 563 | 37.7 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 4 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

| | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|----|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | 4 | | | 4 | 50 | 51 | 59 | 70 | 70 | 34 | 35 | 38 | 39 | 28 | 28 | 28 | 25 | |
| Output | | | | | | | | 4 | | 3 | 47 | 55 | 55 | 69 | 72 | 37 | 35 | 38 | 39 | 28 | 28 | 28 | 25 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: REDUCED VERTICAL SEPARATION MINIMA MN-6030

Models of Aircraft Affected: C/KC-135

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

This Global Air Traffic Management (GATM) Navigation modification installs precision altitude measuring equipment to allow KC-135 aircraft to operate in premium reduced vertical separation ICAO airspace. RVSM meets oceanic vertical requirements and allows aircraft to operate between FL290 to FL410 preventing operation in non-optimum regimes. FY97-98 NRE is for KC-135R model's design. FY99 NRE is for KC-135E model's design. FY00 NRE is for unique, R/T's design and KC-135E model completion. FY01 and FY02 Kits NRE contains funding for Block 35 Mods (Special Purpose Aircraft Mod). FY97-98 installs for prototypes were accounted for in FY97-98 NRE. FY01 Equipment NRE ensures KC-135 nuclear biological, chemical (NBC) environments not degraded. This modification is part of Block 30 and is baselined with mod Pacer CRAG (3150PC), Nav/Safety (3149), and TAWS.

Aircraft Breakdown: Active 270, Reserve 70, ANG 223

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 129 | 4.0 | 202 | 1.6 | 204 | 1.6 | 28 | 0.2 | | | | |
| KITS NONRECUR | | 10.7 | | 10.7 | | 9.8 | | 2.6 | | | | |
| EQUIPMENT | [129] | 13.1 | [202] | 17.5 | [204] | 18.5 | [28] | 2.6 | | | | |
| EQUIP | | 0.2 | | 0.4 | [1] | 0.4 | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.5 | | 1.6 | | 2.3 | | 2.1 | | | | |
| DATA | | 1.2 | | 0.4 | | 0.6 | | 0.3 | | | | |
| SIM/TRAINER | [6] | 3.9 | [9] | 0.8 | [5] | 0.4 | | | | | | |
| SUPPORT-EQUIP | | 0.3 | | 0.8 | | 1.1 | | 0.4 | | | | |
| WARRANTY | | 0.7 | | 0.3 | | 0.3 | | 0.0 | | | | |
| OGC | | 4.8 | | 1.7 | | 1.8 | | 2.1 | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-97 1 KITS | [1] | | | | | | | | | | | |
| FY-98 6 KITS | [6] | | | | | | | | | | | |
| FY-99 122 KITS | | | [122] | 5.0 | | | | | | | | |
| FY-00 202 KITS | | | [54] | 2.2 | [148] | 6.1 | | | | | | |
| FY-01 204 KITS | | | | | [20] | 0.8 | [184] | 7.9 | | | | |
| FY-02 28 KITS | | | | | | | [28] | 1.2 | | | | |
| TOTAL INSTALL | 7 | | 176 | 7.2 | 168 | 6.9 | 212 | 9.1 | | | | |
| TOTAL COST (BP-1100) | 129 | 39.4 | 202 | 43.1 | 204 | 43.8 | 28 | 19.3 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 563 | 7.4 |
| KITS NONRECUR | | | | | | | | | | 33.9 |
| EQUIPMENT | | | | | | | | | [563] | 51.7 |
| EQUIP NONREC | | | | | | | | | [1] | 1.0 |
| CHANGE ORDERS | | | | | | | | | | 6.4 |
| DATA | | | | | | | | | | 2.5 |
| SIM/TRAINER | | | | | | | | | [20] | 5.1 |
| SUPPORT-EQUIP | | | | | | | | | | 2.7 |
| WARRANTY | | | | | | | | | | 1.4 |
| OGC | | | | | | | | | | 10.4 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-97 1 KITS | | | | | | | | | [1] | |
| FY-98 6 KITS | | | | | | | | | [6] | |
| FY-99 122 KITS | | | | | | | | | [122] | 5.0 |
| FY-00 202 KITS | | | | | | | | | [202] | 8.3 |
| FY-01 204 KITS | | | | | | | | | [204] | 8.7 |
| FY-02 28 KITS | | | | | | | | | [28] | 1.2 |
| TOTAL INSTALL | | | | | | | | | 563 | 23.2 |
| TOTAL COST (BP-1100) | | | | | | | | | 563 | 145.6 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

| | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | 1 | | | | 6 | | | | | | | | 42 | 44 | 46 | 44 | 42 | 44 | 40 | 42 | 54 | 55 | 54 | 49 | |
| Output | | | | | | 1 | | | | | | 6 | | | | 42 | 44 | 46 | 44 | 42 | 44 | 40 | 42 | 54 | 55 | 54 | 49 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: 8.33 KHZ VHF RADIO MN-9702
Models of Aircraft Affected: C/KC-135

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

This is a Global Air Traffic Management (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. Kits FY01 NRE is for Block 35 Mods (Special Purpose Aircraft Mod). Prerequisite to mod GATM (MN 9709). Field level installation planned immediately upon receipt of kits.

Aircraft Breakdown: Active 271, Reserve 70, ANG 224

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 92 | 2.1 | 200 | 4.0 | 273 | 5.1 | | | | | | |
| KITS NONRECUR | | | | | | 2.4 | | | | | | |
| EQUIPMENT | [92] | 9.5 | [200] | 19.8 | [273] | 25.4 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.3 | | | | | | | | | | |
| DATA | | 0.4 | | 0.3 | | 0.2 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | 0.3 | | | | | | | | |
| WARRANTY | | | | | | | | | | | | |
| TRAINING | | 0.4 | | | | | | | | | | |
| OGC | | 0.3 | | 0.4 | | 0.1 | | | | | | |
| AWAITING BTR | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | 92 | 13.0 | 200 | 24.8 | 273 | 33.2 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 565 | 11.3 |
| KITS NONRECUR | | | | | | | | | | 2.4 |
| EQUIPMENT | | | | | | | | | [565] | 54.7 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.3 |
| DATA | | | | | | | | | | 0.9 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.3 |
| WARRANTY | | | | | | | | | | |
| TRAINING | | | | | | | | | | 0.4 |
| OGC | | | | | | | | | | 0.8 |
| AWAITING BTR | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | | | | | | 565 | 71.0 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 1 Month

Follow-On Lead Time: 1 Month

Milestones

| | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 07/99 | 01/00 | 12/00 |
| Delivery Date (Month/CY) | 09/99 | 02/00 | 01/01 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: GLOBAL AIR TRAFFIC MANAGEMENT (GATM) PHASE II MN-9709

Models of Aircraft Affected: C/KC-135

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

This Global Air Traffic Management (GATM) modification includes avionics upgrades, wiring interfaces, and associated preparation activities for added communications, navigation, and surveillance equipment needed for operation in oceanic airspace where reduced horizontal separations are implemented. The aeronautical satellite communications equipment provides a beyond line of sight communications capability to support controller-pilot data link communications (CPDLC), and automatic reporting of the aircraft's GPS-derived position (automatic dependent surveillance, ADS). It provides direct pilot to controller voice communications. The second HF radio and HF data link (HFDL) modem provide a backup to the SATCOM data line. Dual CMUs prevent a single point of failure in the ATC data link system. Kit NRE contains funds for KC-135 E/R/T GATM prototypes and outyear NRE for unique variants. Funds for kits and installation for annual aircraft lots being obligated in the same fiscal year, as required by the GATM contract. Mod Prep includes the cost of circuit breakers (CB) and transformer rectifiers (TR) Kits.

'FY03-FY07 budget numbers do not reflect the DoD strategic review results.'

Aircraft Breakdown: Active 270, Reserve 70, ANG 223

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 1 | 0.3 | 3 | 0.6 | | | 50 | 9.2 | 101 | 18.6 | 95 | 17.7 |
| KITS NONRECUR | | 9.1 | | | | | | | | | | 5.0 |
| EQUIPMENT | [1] | 0.7 | [3] | 1.4 | | | [50] | 27.5 | [101] | 56.3 | [95] | 53.4 |
| EQUIP | | 27.2 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 1.3 | | 4.3 | | 2.6 | | 4.0 | | 7.1 | | 5.4 |
| DATA | | 3.2 | | | | 0.2 | | 0.4 | | 0.7 | | 0.7 |
| SIM/TRAINER | | | [1] | 0.2 | [1] | 8.6 | [2] | 2.2 | [10] | 5.4 | [6] | 2.9 |
| SUPPORT-EQUIP | | | | | | 0.5 | | 2.0 | | 1.1 | | |
| MILSTRIP | | 0.8 | | 0.7 | | 0.7 | | 4.0 | | 4.9 | | 5.4 |
| MOD Prep | | 1.3 | | 2.3 | | 3.1 | | 2.7 | | 6.2 | | 6.8 |
| WARRANTY | | 0.0 | | 0.1 | | 0.1 | | 2.3 | | 4.8 | | 4.4 |
| OGC | | 1.3 | | 2.9 | | 1.3 | | 1.4 | | 3.0 | | 3.1 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-99 1 KITS | [1] | 3.2 | | | | | | | | | | |
| FY-00 3 KITS | | | [2] | 4.3 | | | | | | | | |
| FY-01 0 KITS | | | | | [1] | 2.0 | | | | | | |
| FY-02 50 KITS | | | | | | | [50] | 28.5 | | | | |
| FY-03 101 KITS | | | | | | | | | [101] | 51.1 | | |
| FY-04 95 KITS | | | | | | | | | | | [95] | 52.8 |
| FY-05 90 KITS | | | | | | | | | | | | |
| FY-06 75 KITS | | | | | | | | | | | | |
| FY-07 75 KITS | | | | | | | | | | | | |
| FY-08 73 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | 1 | 3.2 | 2 | 4.3 | 1 | 2.0 | 50 | 28.5 | 101 | 51.1 | 95 | 52.8 |
| TOTAL COST (BP-1100) | 1 | 48.4 | 3 | 16.7 | | 19.1 | 50 | 84.1 | 101 | 159.3 | 95 | 157.5 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 90 | 16.8 | 75 | 14.9 | 75 | 15.1 | 73 | 14.7 | 563 | 108.0 |
| KITS NONRECUR | | 6.0 | | 6.0 | | 10.0 | | | | 36.1 |
| EQUIPMENT | [90] | 50.8 | [75] | 44.4 | [75] | 45.0 | [73] | 43.8 | [563] | 323.3 |
| EQUIP NONREC | | | | | | | | | | 27.2 |
| CHANGE ORDERS | | 6.6 | | 4.0 | | 5.1 | | 4.6 | | 45.0 |
| DATA | | 0.7 | | 0.6 | | 0.6 | | 0.6 | | 7.7 |
| SIM/TRAINER | | | | | | | | | [20] | 19.2 |
| SUPPORT-EQUIP | | 0.1 | | | | | | | | 3.6 |
| MILSTRIP | | 8.4 | | 6.3 | | 6.5 | | 9.2 | | 46.9 |
| MOD Prep | | 10.0 | | 5.4 | | 5.0 | | 7.2 | | 49.8 |
| WARRANTY | | 4.0 | | 3.3 | | 3.5 | | 3.4 | | 25.9 |
| OGC | | 3.2 | | 3.9 | | 3.6 | | | | 23.8 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-99 1 KITS | | | | | | | | | [1] | 3.2 |
| FY-00 3 KITS | | | | | | | | | [2] | 4.3 |
| FY-01 0 KITS | | | | | | | | | [1] | 2.0 |
| FY-02 50 KITS | | | | | | | | | [50] | 28.5 |
| FY-03 101 KITS | | | | | | | | | [101] | 51.1 |
| FY-04 95 KITS | | | | | | | | | [95] | 52.8 |
| FY-05 90 KITS | [90] | 45.4 | | | | | | | [90] | 45.4 |
| FY-06 75 KITS | | | [75] | 42.5 | | | | | [75] | 42.5 |
| FY-07 75 KITS | | | | | [75] | 42.8 | | | [75] | 42.8 |
| FY-08 73 KITS | | | | | | | [73] | 41.7 | [73] | 41.7 |
| TOTAL INSTALL | 90 | 45.4 | 75 | 42.5 | 75 | 42.8 | 73 | 41.7 | 563 | 314.5 |
| TOTAL COST (BP-1100) | 90 | 151.8 | 75 | 131.4 | 75 | 137.3 | 73 | 125.2 | 563 | 1031.0 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 10 Months

Milestones

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

Installation Schedule

| | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | | | | | |
|----------|--------------|--------------|----|----|--------------|--------------|----|----|--------------|--------------|----|----|--------------|--------------|---|---|--------------|---|---|----|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|----|---|---|---|
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | 1 | | 1 | | | | 2 | | | | 6 | 18 | 26 | 26 | 25 | 25 | 25 | 24 | 24 | 24 | 23 | 23 | 23 | 22 | 22 | | | |
| Output | | | | | | | | | | | | | 4 | | | | | | 6 | 18 | 26 | 26 | 25 | 25 | 25 | 24 | 24 | 24 | 24 | 23 | 23 | 23 | 22 | | | |
| | | <u>FY-07</u> | | | | <u>FY-08</u> | | | | <u>FY-09</u> | | | | <u>FY-10</u> | | | | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | |
| Input | 19 | 19 | 19 | 18 | 19 | 19 | 19 | 18 | 19 | 19 | 19 | 16 | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | 22 | 19 | 19 | 19 | 18 | 19 | 19 | 19 | 18 | 19 | 19 | 19 | 16 | | | | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: ELECTROMAGNETIC PULSE MN-9737
Models of Aircraft Affected: C/KC-135

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

This modification incorporates the Interphone (MN 4310) and RVSM (MN 6030) modifications which are both on-going Global Air Traffic Management (GATM) communication/navigation requirements. USSTRANSCOM's annual Planning Factor Update highlighted system vulnerability to EMP threat environment associated with the C/KC-135 incorporation of digital technology. For aircraft having a single integrated operation plan (SIOP) mission, any GATM modification must maintain the same level of electromagnetic pulse protection as the system it replaces. The incorporation of this modification ensures the C/KC-135 Interphone and RVSM modifications do not degrade the capability of the -135 in a nuclear, biological, and chemical (NBC) environment.

'FY03-07 Budget numbers do not reflect the DOD strategic review results.'

Aircraft Breakdown: Active 293, Reserve 70, ANG 222

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | 274 | 6.1 | 311 | 6.9 | | |
| KITS NONRECUR | | | | | | | | 0.4 | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | 0.0 | | 0.0 | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | | | | | 0.0 | | 0.0 | | |
| TOTAL COST (BP-1100) | | | | | | | 274 | 6.5 | 311 | 6.9 | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 585 | 13.0 |
| KITS NONRECUR | | | | | | | | | | 0.4 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.0 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.1 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 585 | 13.5 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: LD/HD RIVET JOINT TRAINER MN-9810
Models of Aircraft Affected: RC-135 Rivet Joint

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0305207F Team INFO

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Procures one new LD/HD Rivet Joint pilot simulator. Increased investment in weapon system simulators will reduce demand on LD/HD aircraft where PERSTEMPO and OPTEMPO pressures are most acute.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | [1] | 14.9 | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | | | | | 14.9 | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | [1] | 14.9 |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 14.9 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

| | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | |
|----------|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--|
| | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | |
| Quarters | 1 | | | | | | | | | | | | | |
| Input | 1 | | | | | | | | | | | | | |
| Output | | | | | | | | | 1 | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: C/KC-135

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

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P
 PE 0401218F Team MOBIL

Description/Justification

These are low cost modifications. Mods are accomplished per the direction and priorities of the lead command, based on available resources.
 'FY03-07 Budget numbers do not reflect the DOD strategic review results.'

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | 5.5 | | 1.0 | | 0.5 | | 1.8 | | 2.0 | | 1.8 |
| TOTAL COST (BP-1100) | | 5.5 | | 1.0 | | 0.5 | | 1.8 | | 2.0 | | 1.8 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | 1.9 | | 1.8 | | 1.8 | | | | 18.2 |
| TOTAL COST (BP-1100) | | 1.9 | | 1.8 | | 1.8 | | | | 18.2 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: FM IMMUNITY MN-DC101
Models of Aircraft Affected: C/KC-135

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

FY00 congressional FM Immunity plus-up funds added. This modification provides an interim GATM capability to meet ICAO Protected ILS requirements. This modification effort will reduce/eliminate the number of non-compliant aircraft and reduce the increased operational risk and operational restrictions placed on non-compliant aircraft by host nations. The program consists of modifying Pacer CRAG aircraft to accept an FM Immunity receiver and the procurement of a limited number of FM Immunity receivers. Field level installation planned immediately upon receipt of kits.

Aircraft Breakdown: Active 254, Reserve 70, ANG 222

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | [4] | 0.0 | [542] | 0.1 | | | | | | |
| KITS NONRECUR EQUIPMENT | | | [4] | 0.1 | [178] | 6.0 | | | | | | |
| EQUIP NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | 0.4 | | | | | | | | |
| DATA | | | | 0.1 | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | 0.2 | | 0.3 | | | | | | |
| TOTAL COST (BP-1100) | | | | 0.8 | | 6.4 | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | [546] | 0.1 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [182] | 6.2 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.4 |
| DATA | | | | | | | | | | 0.1 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.4 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 7.2 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 4 Months

Follow-On Lead Time: 1 Month

Milestones

| | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|
| Contract Date (Month/CY) | 09/00 | 12/00 |
| Delivery Date (Month/CY) | 01/01 | 01/01 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SIMULATOR UPGRADE MN-SIM135
Models of Aircraft Affected: KC-135 SIMULATORS

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401897F Team MOBIL

Center: OO-ALC - Hill AFB, UT

Description/Justification

KC-135 Simulator upgrade program will add new, state-of-the-art Visual Upgrade Enhancement (VUE) systems, motion bases, and Distributed Mission Training (DMT). 'Aircraft Breakdown' is a misnomer. There are actually 20 Simulators. The 60 kits are installed as upgrades on the 20 Simulators at different times. Kits consist of 19 VUE kits, 14 Motion kits, 5 Retrofit Motion kits, and 22 DMT kits making FY kit procurement unique. That is why funded kits exceed the number of Simulators. Kit costs per year are driven by quantity/kit types being purchased. For example; in FY00, 17 kits were purchased. 5 VUE kits at \$1,780,321 each, 9 New Motion Production/DCL kits at \$947,127 each, and 3 Retrofit Motion Production/DCL kits at \$353,919 each. Motion kit installs are included in the overall kit price, however, the VUE kit installs are priced separately from the VUE kits. VUE installations are purchased with prior year funds due to lead time delivery and cost savings to the government. For example; FY02 installations are purchased with FY01 funds resulting in approve. 500K/30% cost savings with no risk to the government. These upgrades will allow AMC to move flying proficiency training from the more expensive aircraft to the simulator. The two NRE FY99 purchases are for one new motion prototype and one retrofit motion prototype. The two NRE FY02 purchases are for two prototype DMT kits. This program supports AMC C-MNS 001-93, MNS AMC 021-93, and ORD AMC 021-93 I/II/III.

'FY03-07 Budget numbers do not reflect the DOD strategic review results.'

Aircraft Breakdown: Active 15, Reserve 3, ANG 2

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|-----------|-------------|-----------|-------------|----------|-------------|----------|------------|-----------|------------|-------|------------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 10 | 2.0 | 17 | 18.5 | 9 | 12.5 | | | 20 | 6.9 | | |
| KITS NONRECUR | 2 | 3.6 | | | | | 2 | 2.5 | | | | |
| EQUIPMENT | | 2.4 | | 0.5 | | 0.8 | | 0.9 | | 2.0 | | 1.0 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | 0.1 |
| DATA | | 1.7 | | 1.1 | | 1.0 | | | | | | 0.3 |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF H | [6] | 2.7 | [1] | 0.5 | [12] | 5.5 | | | | | | |
| OGC | | 0.0 | | 0.0 | | 0.3 | | 0.2 | | 0.3 | | 0.1 |
| TOTAL COST (BP-1100) | 12 | 12.5 | 17 | 20.6 | 9 | 20.1 | 2 | 3.6 | 20 | 9.1 | | 1.4 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | |
| RDT&E (3600) | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 56 | 39.8 | |
| KITS NONRECUR | | | | | | | | | 4 | 6.2 | |
| EQUIPMENT | | | | | | | | | | 7.6 | |
| EQUIP NONREC | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.1 | |
| DATA | | | | | | | | | | 4.1 | |
| SIM/TRAINER | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | |
| INSTALLATION OF H | | | | | | | | | [19] | 8.6 | |
| OGC | | | | | | | | | | 0.9 | |
| TOTAL COST (BP-1100) | | | | | | | | | | 60 | 67.3 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Models of Aircraft Affected: C/KC-135

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

The Terrain Awareness and Warning System (formerly known as the Ground Collision Avoidance System - Mod 3368) is a congressionally-mandated system that alerts aircrews to flight profiles that project an impact with the ground. It implements the Enhanced Ground Proximity Warning System and uses data from existing aircraft sensors to project the aircraft flight path forward in time and avoid controlled flight into terrain incidents. This mod is part of Block 30 and is baselined with Pacer CRAG (3150PC), Nav/Safety (3149), and RVSM (6030). The program is also part of the Block 35 installation on special purpose C-135 aircraft and D-model tankers. Higher installation cost per unit in FY01-02 is due to higher expected costs of retrofits at BAE Systems and for higher cost of Block 35 installations.

Aircraft Breakdown: Active 270, Reserve 70, ANG 223

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 343 | 11.1 | 175 | 5.7 | 41 | 1.6 | | | | | | |
| KITS NONRECUR | 4 | 9.9 | | 0.2 | | 0.1 | | | | | | |
| EQUIPMENT | [343] | 16.8 | [175] | 9.4 | [41] | 2.2 | | | | | | |
| EQUIP | [4] | 0.3 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.9 | | 0.7 | | 0.3 | | 0.8 | | | | |
| DATA | | 8.4 | | 0.7 | | | | 0.8 | | | | |
| SIM/TRAINER | [20] | 3.4 | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | 1.3 | | 0.6 | | 0.3 | | 0.7 | | | | |
| TRAINING | | 0.4 | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-96 15 KITS | [15] | 0.6 | | | | | | | | | | |
| FY-97 226 KITS | [10] | 0.1 | [204] | 7.1 | [12] | 0.5 | | | | | | |
| FY-98 25 KITS | | | | | [25] | 1.0 | | | | | | |
| FY-99 81 KITS | | | | | [81] | 3.1 | | | | | | |
| FY-00 175 KITS | | | | | [72] | 2.8 | [103] | 4.4 | | | | |
| FY-01 41 KITS | | | | | | | [41] | 2.2 | | | | |
| TOTAL INSTALL | 25 | 0.7 | 204 | 7.1 | 190 | 7.4 | 144 | 6.6 | | | | |
| TOTAL COST (BP-1100) | 347 | 53.0 | 175 | 24.4 | 41 | 11.8 | | 8.8 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 559 | 18.4 |
| KITS NONRECUR | | | | | | | | | 4 | 10.1 |
| EQUIPMENT | | | | | | | | | [559] | 28.4 |
| EQUIP NONREC | | | | | | | | | [4] | 0.3 |
| CHANGE ORDERS | | | | | | | | | | 2.5 |
| DATA | | | | | | | | | | 9.9 |
| SIM/TRAINER | | | | | | | | | [20] | 3.4 |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 2.9 |
| TRAINING | | | | | | | | | | 0.4 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-96 15 KITS | | | | | | | | | [15] | 0.6 |
| FY-97 226 KITS | | | | | | | | | [226] | 7.7 |
| FY-98 25 KITS | | | | | | | | | [25] | 1.0 |
| FY-99 81 KITS | | | | | | | | | [81] | 3.1 |
| FY-00 175 KITS | | | | | | | | | [175] | 7.2 |
| FY-01 41 KITS | | | | | | | | | [41] | 2.2 |
| TOTAL INSTALL | | | | | | | | | 563 | 21.8 |
| TOTAL COST (BP-1100) | | | | | | | | | 563 | 98.0 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 8 Months

Follow-On Lead Time: 6 Months

Milestones

| | <u>FY-92</u> | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 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 | 09/99 | 06/00 | 06/01 | |

Installation Schedule

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

Installation Schedule Continued

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|----|----|----|--------------|----|----|----|--------------|----|----|----|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 35 | 55 | 57 | 57 | 48 | 50 | 48 | 44 | 48 | 62 | 34 | |
| Output | 4 | 52 | 56 | 60 | 47 | 51 | 48 | 45 | 50 | 68 | 45 | 12 |

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| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | | DATE June 2001 | |
|--|-----------|----------|----------|----------------------------|----------|----------|----------|-------------------|--|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: E-3 | | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | |
| COST (In Mil) | \$114.534 | \$87.843 | \$92.520 | \$29.939 | \$28.714 | \$13.787 | \$49.854 | \$150.153 | |

This line item funds modifications to the E-3 aircraft. The four engine E-3 is a modified Boeing 707 airframe which carries airborne radar and provides all-altitude air surveillance, threat warning, and control of theater air forces. The primary modification budgeted in FY02 is the Radar System Improvement program. Other modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|-------|--------|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| P | 3150 | NAVSTAR GLOBAL PO | 5.7 | 2.2 | | | | | | | | 67.4 |
| | 3371 | ELECTRONIC SUPPOR | 21.6 | 3.6 | | | | | | | | 347.2 |
| | 3402 | DATA ANALYSIS PROG | 0.3 | 0.1 | | | | | | | | 105.1 |
| | 3403 | HF MESSENGER | | | 2.8 | | | | | | | 2.8 |
| | 50001C | EXTEND SENTRY, COM | 0.1 | | | | | | | | | 29.2 |
| | 50001P | PDMA | 3.2 | 1.7 | 1.0 | 2.9 | 4.7 | 0.9 | 5.2 | 3.1 | | 32.4 |
| | 50001T | BLOCK 40/45 BLOCK U | | | | | | | | 73.5 | | 73.5 |
| | 70001C | INTEGRATED BROADC | 1.4 | 1.4 | 1.8 | 1.8 | | | | | | 19.3 |
| | 7266 | RADAR SYSTEM IMPR | 80.2 | 86.7 | 87.0 | 23.8 | 19.5 | 4.7 | | | | 518.8 |
| | 8662 | AETC MTD UPGRADES- | | | | | | | 0.1 | 0.5 | | 0.7 |
| | 9709 | GLOBAL AIR TRAFFIC | | | | | | | 26.5 | 69.5 | | 96.0 |
| | 99999X | LOW COST MODIFICAT | | | 0.1 | 1.5 | 0.1 | 0.1 | 0.1 | 0.1 | | 1.5 |
| | DC101 | FM IMMUNITY | 1.3 | 0.4 | | | | | | | | 1.7 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 56 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

| | | | | | | | | |
|--|-----------|----------|----------|-----------------------------------|----------|----------|--------------------------|-----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: E-3 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$114.534 | \$87.843 | \$92.520 | \$29.939 | \$28.714 | \$13.787 | \$49.854 | \$150.153 |

This line item funds modifications to the E-3 aircraft. The four engine E-3 is a modified Boeing 707 airframe which carries airborne radar and provides all-altitude air surveillance, threat warning, and control of theater air forces. The primary modification budgeted in FY02 is the Radar System Improvement program. Other modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | T8135 | SATCOM DAMA | | | | | 4.4 | 8.3 | 18.0 | 3.6 | | 34.2 |
| | Z88888 | REPROGRAMMINGS | 0.8 | -8.3 | | | | | | | | -7.4 |
| TOTAL FOR CLASS P | | | 114.5 | 87.8 | 92.6 | 29.9 | 28.8 | 13.9 | 50.0 | 150.3 | 0.0 | 1,322.4 |
| TOTAL FOR AIRCRAFT E-3 | | | 114.5 | 87.8 | 92.6 | 29.9 | 28.8 | 13.9 | 50.0 | 150.3 | 0.0 | 1,322.4 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 56 | PAGE NO. 2 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-3 Class P

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

Models of Aircraft Affected: E-3

Center: ESC - Hanscom AFB, MA

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). Various enhancements in FY01 provide compliance to mandated GPS requirements. The install kit (Group A kits) and installation costs are shown in the ESM mod, MN 3371. (33 Aircraft--32 Operational and 1 Test Aircraft). TS-3 was retrofitted with 3600 dollars shown on MN 3371 bringing the total to 33 A/C. This modification is baselined with MN 3371.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

Satellites and control segments are currently in production/deployment. 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-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | 8.5 | | | | | | | | | | |
| EQUIPMENT | 32 | 45.5 | | | | | | | | | | |
| EQUIP | | | | 0.0 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 3.5 | | 0.8 | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TRAINING | | | | | | | | | | | | |
| GFE | | 0.8 | | | | | | | | | | |
| SOFTWARE NONREC | | 0.4 | | 2.9 | | 0.8 | | | | | | |
| CONTRACTOR | | 0.1 | | 0.8 | | 0.5 | | | | | | |
| SUPPORT | | | | | | | | | | | | |
| PROGRAM MNGMT | | 0.1 | | 0.3 | | 0.1 | | | | | | |
| OGC | | | | 0.1 | | 0.1 | | | | | | |
| ICS | | 0.6 | | 0.7 | | 0.7 | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-93 3 KITS | [3] | | | | | | | | | | | |
| FY-95 9 KITS | [9] | | | | | | | | | | | |
| FY-96 10 KITS | [10] | | | | | | | | | | | |
| FY-97 10 KITS | [1] | | [7] | | [2] | | | | | | | |
| TOTAL INSTALL | 23 | | 7 | | 2 | | | | | | | |
| TOTAL COST (BP-1100) | 32 | 59.5 | | 5.7 | | 2.2 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | 8.5 |
| EQUIPMENT | | | | | | | | | 32 | 45.5 |
| EQUIP NONREC | | | | | | | | | | 0.0 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 4.3 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TRAINING | | | | | | | | | | |
| GFE | | | | | | | | | | 0.8 |
| SOFTWARE NONREC | | | | | | | | | | 4.0 |
| CONTRACTOR SUPPORT | | | | | | | | | | 1.5 |
| PROGRAM MNGMT | | | | | | | | | | 0.5 |
| OGC | | | | | | | | | | 0.2 |
| ICS | | | | | | | | | | 2.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-93 | 3 | KITS | | | | | | | [3] | |
| FY-95 | 9 | KITS | | | | | | | [9] | |
| FY-96 | 10 | KITS | | | | | | | [10] | |
| FY-97 | 10 | KITS | | | | | | | [10] | |
| TOTAL INSTALL | | | | | | | | | 32 | |
| TOTAL COST (BP-1100) | | | | | | | | | 32 | 67.4 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 27 Months

Follow-On Lead Time: 24 Months

Milestones

| | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 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

| | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|---|
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | | | | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 2 | | | |
| Output | | | | | | | | | | | | | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 2 | | | | | |
| | <u>FY-01</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | 2 | 1 | 3 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: ELECTRONIC SUPPORT MEASURES (ESM) MN-3371
Models of Aircraft Affected: E-3B/C

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-3 Class P
PE 0207417F Team INFO

Center: ESC - Hanscom AFB, MA

Description/Justification

The Electronic Support Measures (ESM) system allows the E-3 to passively detect, locate, and identify airborne, shipborne, and ground based emitters. ESM provides threat warning capability. Data from the ESM system is presented at existing E-3 situation display console displays. ESM is part of the E-3 Block 30/35 modification. 3600 funds were used to procure two (initial prototype) install kits. This explains why the Total Funded and Total Install lines only show 31 kits for production and installation. Final Tech Orders prep and print are also included in FY01. (See Data) The schedule for installs was accelerated in May 1999 to retrofit (8) A/C in FY00 and (1) A/C in FY01. This explains the increase in install funds in FY00 and the decrease in FY01. However, a schedule slip on the production line forced an install to slip into FY01 for a total of two in that year. Install kits include funds for all Block 30/35 Mod Group A kits. All installation of hardware costs for all Block 30/35 mods are shown on this modification. This modification is baselined with MN 3150 and MN 3402. (33 Aircraft -- 32 Operational aircraft and 1 test aircraft.)

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

NA

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 90.0 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | [31] | 77.0 | | 0.1 | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 31 | 123.0 | | | | | | | | | | |
| EQUIP | | 8.6 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 3.2 | | 0.0 | | 0.0 | | | | | | |
| SIM/TRAINER | [5] | 6.8 | | | | | | | | | | |
| SUPPORT-EQUIP | | 29.5 | | | | | | | | | | |
| ICS | | 4.1 | | 0.3 | | 0.3 | | | | | | |
| REFURB | | 1.3 | | | | | | | | | | |
| OGC | | 7.3 | | 0.1 | | 0.0 | | | | | | |
| WARRANTY | | 4.0 | | | | | | | | | | |
| GFE | | 5.4 | | 0.6 | | 0.1 | | | | | | |
| DMS (Diminished Manufacturing Sources) | | 0.5 | | 0.3 | | 0.2 | | | | | | |
| CONTRACT SUPPORT | | 0.7 | | 1.0 | | 0.2 | | | | | | |
| PROGRAM MNGMT | | 1.7 | | 1.2 | | 0.2 | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-93 3 KITS | [3] | 5.7 | | | | | | | | | | |
| FY-95 9 KITS | [9] | 14.8 | | | | | | | | | | |
| FY-96 9 KITS | [9] | 25.1 | | | | | | | | | | |
| FY-97 10 KITS | [1] | 3.4 | [8] | 18.1 | [1] | 2.5 | | | | | | |
| TOTAL INSTALL | 22 | 49.0 | 8 | 18.1 | 1 | 2.5 | | | | | | |
| TOTAL COST (BP-1100) | 31 | 322.1 | | 21.6 | | 3.6 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | 38.4 | | 90.0 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | [31] | 77.1 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 31 | 123.0 |
| EQUIP NONREC | | | | | | | | | | 8.6 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 3.3 |
| SIM/TRAINER | | | | | | | | | [5] | 6.8 |
| SUPPORT-EQUIP | | | | | | | | | | 29.5 |
| ICS | | | | | | | | | | 4.7 |
| REFURB | | | | | | | | | | 1.3 |
| OGC | | | | | | | | | | 7.4 |
| WARRANTY | | | | | | | | | | 4.0 |
| GFE | | | | | | | | | | 6.0 |
| DMS (Diminished Manufacturing Sources) | | | | | | | | | | 1.0 |
| CONTRACT SUPPORT | | | | | | | | | | 1.9 |
| PROGRAM MNGMT | | | | | | | | | | 3.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-93 3 KITS | | | | | | | | | [3] | 5.7 |
| FY-95 9 KITS | | | | | | | | | [9] | 14.8 |
| FY-96 9 KITS | | | | | | | | | [9] | 25.1 |
| FY-97 10 KITS | | | | | | | | | [10] | 24.1 |
| TOTAL INSTALL | | | | | | | | | 31 | 69.6 |
| TOTAL COST (BP-1100) | | | | | | | | | 31 | 347.2 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 27 Months

Follow-On Lead Time: 24 Months

Milestones

| | <u>FY-93</u> | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 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

| | <u>FY-93</u> | | | | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---|---|---|---|
| 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 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | | | | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |
| Output | | | | | | | | | | | | | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |
| | <u>FY-01</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | 2 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: HF MESSENGER MN-3403
Models of Aircraft Affected:

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-3 Class P
PE 0207417F Team INFO

Center: ESC - Hanscom AFB, MA

Description/Justification

The HF messenger e-mail system provides a low cost, quick to field, airborne, worldwide, and secure e-mail transmission/receive capability to E-3's through the High Frequency (HF) radio using automatic link establishment. HF E-mail allows the transfer of command and control, time critical data in almost any file format. Funding will procure the 32 mod kits for the operational E-3 fleet. RDT&E funding procures the mod kit for the test aircraft (TS-3).

FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

n/a

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | 1.8 | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | [32] | 0.4 | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | 32 | 1.5 | | | | |
| EQUIP | | | | | | | | 0.5 | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | 0.1 | | | | |
| DATA | | | | | | | | 0.0 | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| ICS | | | | | | | | 0.1 | | | | |
| PROGRAM MNGMT | | | | | | | | 0.1 | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-02 32 KITS | | | | | | | [32] | | | | | |
| TOTAL INSTALL | | | | | | | 32 | | | | | |
| TOTAL COST (BP-1100) | | | | | | | 32 | 2.8 | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 1.8 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | [32] | 0.4 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 32 | 1.5 |
| EQUIP NONREC | | | | | | | | | | 0.5 |
| CHANGE ORDERS | | | | | | | | | | 0.1 |
| DATA | | | | | | | | | | 0.0 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| ICS | | | | | | | | | | 0.1 |
| PROGRAM MNGMT | | | | | | | | | | 0.1 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-02 32 KITS | | | | | | | | | [32] | |
| TOTAL INSTALL | | | | | | | | | 32 | |
| TOTAL COST (BP-1100) | | | | | | | | | 32 | 2.8 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 2 Months

Follow-On Lead Time: 0 Months

Milestones

| | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|
| Contract Date (Month/CY) | | 10/01 |
| Delivery Date (Month/CY) | | 12/01 |

Installation Schedule

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|----|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | |
| Input | | | | | 10 | 11 | 11 | |
| Output | | | | | 10 | 11 | 11 | |

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: PDMA MN-50001P
 Models of Aircraft Affected: E-3

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-3 Class P
 PE 0207417F Team INFO

Center: ESC - Hanscom AFB, MA

Description/Justification

These modifications are designed to keep the E-3 weapon system operational. The weapon system includes aircraft systems, trainers, support equipment, mission equipment and infrastructure. The modifications on the aircraft include a combination of the following: installation of jack points, fuel cell wiring harnesses, fuel boost pumps, dehumidification kits, engine bearing replacements/accessories, engine diagonal braces, fuel tank sealant, wing skins, stringers, wing spars (structural integrity), lower lobe aircraft corrosion removal, Anti-Ice Valves, Pressure Regulator Shut Off Valves, Environmental and Electrical Systems. These installations are necessary to sustain the reliability of the weapon system. A total of 35 kits were purchased of which 33 kits will be installed (one kit was lost in a plane crash and one kit was installed on a trainer). These kits are bundled in different configurations and will be installed with the given available funding constraints in each given year. The modifications and support to the trainers, support equipment and infrastructure include a combination of the following: Test Program Set Development, Packaging, Handling, Shipping and Transportation of government furnished parts and equipment, Infrastructure Analysis and Training Product Support. These modifications are base-lined with MN-50001C. These modifications are necessary to sustain the weapon system until 2035. FY03 - FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | 6.8 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 1 | 0.2 | | | | | | | 2 | 1.5 | 3 | 2.0 |
| KITS NONRECUR | 1 | 2.9 | | | | | | | | | | |
| EQUIPMENT | [35] | 1.1 | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.6 | | 0.1 | | 0.0 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| CONTRACTOR | | 0.8 | | 1.2 | | 1.2 | | 0.5 | | 0.7 | | 1.6 |
| SUPPORT | | | | | | | | | | | | |
| PROGRAM MNGMT | | 0.2 | | 0.2 | | 0.1 | | 0.0 | | 0.5 | | 0.9 |
| OGC | | 0.5 | | 0.1 | | 0.2 | | 0.0 | | 0.1 | | 0.1 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-95 | 1 | KITS | | | | | | | | | | |
| FY-96 | [1] | 0.1 | | | | | | | | | | |
| FY-98 | [4] | 1.2 | | | | | | | | | | |
| FY-99 | [11] | 2.1 | | | | | | | | | | |
| FY-00 | 0 | KITS | [8] | 1.6 | | | | | | | | |
| FY-01 | 0 | KITS | | | [4] | 0.3 | | | | | | |
| FY-02 | 0 | KITS | | | | | [4] | 0.4 | | | | |
| FY-03 | 2 | KITS | | | | | | | [1] | 0.1 | [1] | 0.1 |
| FY-04 | 3 | KITS | | | | | | | | | | |
| FY-05 | 1 | KITS | | | | | | | | | | |
| FY-06 | 8 | KITS | | | | | | | | | | |
| FY-07 | 4 | KITS | | | | | | | | | | |
| TOTAL INSTALL | 16 | 3.4 | 8 | 1.6 | 4 | 0.3 | 4 | 0.4 | 1 | 0.1 | 1 | 0.1 |
| TOTAL COST (BP-1100) | 2 | 9.7 | | 3.2 | | 1.7 | | 1.0 | 2 | 2.9 | 3 | 4.7 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 9.5 | | | | | | | | 16.3 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 1 | 0.2 | 8 | 1.8 | 4 | 0.7 | | | 19 | 6.4 |
| KITS NONRECUR | | | | | | | | | 1 | 2.9 |
| EQUIPMENT | | | | | | | | | [35] | 1.1 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.7 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| CONTRACTOR SUPPORT | | 0.1 | | 0.8 | | 1.0 | | | | 8.0 |
| PROGRAM MNGMT | | 0.4 | | 0.6 | | 0.1 | | | | 2.9 |
| OGC | | 0.0 | | 0.1 | | 0.2 | | | | 1.4 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-95 1 KITS | | | | | | | | | | |
| FY-96 1 KITS | | | | | | | | | [1] | 0.1 |
| FY-98 0 KITS | | | | | | | | | [4] | 1.2 |
| FY-99 0 KITS | | | | | | | | | [11] | 2.1 |
| FY-00 0 KITS | | | | | | | | | [8] | 1.6 |
| FY-01 0 KITS | | | | | | | | | [4] | 0.3 |
| FY-02 0 KITS | | | | | | | | | [4] | 0.4 |
| FY-03 2 KITS | [1] | 0.1 | | | | | | | [3] | 0.3 |
| FY-04 3 KITS | | | | | | | | | | |
| FY-05 1 KITS | | | | | | | | | | |
| FY-06 8 KITS | | | [8] | 1.9 | | | | | [8] | 1.9 |
| FY-07 4 KITS | | | | | [4] | 1.1 | | | [4] | 1.1 |
| TOTAL INSTALL | 1 | 0.1 | 8 | 1.9 | 4 | 1.1 | | | 47 | 8.9 |
| TOTAL COST (BP-1100) | 1 | 0.9 | 8 | 5.2 | 4 | 3.1 | | | 20 | 32.4 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

| | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>FY-08</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | 12/95 | 12/96 | | | | | | | | | | | |
| Delivery Date (Month/CY) | | 09/96 | 09/97 | | | | | | | | | | | |

Installation Schedule

| | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|--|
| 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 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Output | | | | | | | | | 1 | | | | | 1 | 1 | 1 | 1 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | | <u>FY-07</u> | | | | <u>FY-08</u> | | | | | | | | | | | |
| 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 | 2 | 2 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | |
| Output | 1 | | | | | | | | | | | | | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: INTEGRATED BROADCAST SERVICE MN-70001C
Models of Aircraft Affected: E-3

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-3 Class P
PE 0207417F Team INFO

Center: ESC - Hanscom AFB, MA

Description/Justification

The Integrated Broadcast Service Stand-Alone Terminal provides US AWACS aircraft the capability to receive and display near-real time intelligence data broadcast via satellite networks (TIBS and TDDS). The program procures antennas, filters and receivers for 33 aircraft (32 Operational and 1 Test Aircraft) and carry-on processor-displays for up to 8 aircraft (only 8 aircraft will have IBS capability at any one time). This is a stand-alone system that is not integrated with the mission system. IBS will be integrated into the AWACS mission system during Block 40/45 (MN-50001T). TS-3's antennas, filters and receivers were installed by Boeing during pre-production. The program also procures six ground support terminals. In FY98 the original installation plan to have Contractor Field Team Installation accomplished in one year (thus the kits were bought in one year) was changed due to the fact LD/HD issues limit the amount and time operational E-3 aircraft can be removed from the fleet for modernation, which stretched the program out to FY03 (based on PDM install).

FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

The 3600 funds supported Concept Exploration and Program Definition/Risk Reduction efforts for DII-GCCS compliance and incremental plug-and-play software upgrades through spiral development within the Offensive-Air IPT. FY98 3600 funding began PDRR for Cruise Missile Defense (CMD) upgrade.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | 1.1 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 33 | 5.0 | | | | | | | | | | |
| KITS NONRECUR | | 1.5 | | | | | | | | | | |
| EQUIPMENT | [8] | 2.4 | | | | | | | | | | |
| EQUIP | | 0.4 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 2.3 | | | | | | | | | | |
| SIM/TRAINER | [2] | 0.3 | | | | | | | | | | |
| SUPPORT-EQUIP | [4] | 0.6 | | | | | | | | | | |
| TRAINING | | | | | | | | | | | | |
| CONTRACTOR | | | | 0.9 | | 0.8 | | 1.1 | | 0.9 | | |
| SUPPORT | | | | | | | | | | | | |
| ICS | | 0.1 | | 0.0 | | 0.0 | | 0.1 | | 0.0 | | |
| PROGRAM MNGMT | | 0.0 | | 0.1 | | 0.1 | | 0.1 | | 0.3 | | |
| OGC | | | | 0.0 | | 0.1 | | 0.1 | | 0.0 | | |
| INITIAL SPARES | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-97 33 KITS | [3] | 0.3 | [7] | 0.4 | [8] | 0.4 | [8] | 0.4 | [7] | 0.5 | | |
| TOTAL INSTALL | 3 | 0.3 | 7 | 0.4 | 8 | 0.4 | 8 | 0.4 | 7 | 0.5 | | |
| TOTAL COST (BP-1100) | 33 | 12.9 | | 1.4 | | 1.4 | | 1.8 | | 1.8 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 1.1 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 33 | 5.0 |
| KITS NONRECUR | | | | | | | | | | 1.5 |
| EQUIPMENT | | | | | | | | | [8] | 2.4 |
| EQUIP NONREC | | | | | | | | | | 0.4 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 2.3 |
| SIM/TRAINER | | | | | | | | | [2] | 0.3 |
| SUPPORT-EQUIP | | | | | | | | | [4] | 0.6 |
| TRAINING | | | | | | | | | | |
| CONTRACTOR SUPPORT | | | | | | | | | | 3.7 |
| ICS | | | | | | | | | | 0.3 |
| PROGRAM MNGMT | | | | | | | | | | 0.6 |
| OGC | | | | | | | | | | 0.2 |
| INITIAL SPARES | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-97 33 KITS | | | | | | | | | [33] | 2.0 |
| TOTAL INSTALL | | | | | | | | | 33 | 2.0 |
| TOTAL COST (BP-1100) | | | | | | | | | 33 | 19.3 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

| | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | 01/97 | 06/98 | | | | | |
| Delivery Date (Month/CY) | | | | 07/97 | 12/98 | | | | | |

Installation Schedule

| | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Installation Schedule Continued

| | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 |
| Output | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: RADAR SYSTEM IMPROVEMENT PROGRAM MN-7266

Models of Aircraft Affected: E-3B/C

Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-3 Class P
PE 0207417F Team INFO

Description/Justification

Funds concurrent acquisition and retrofit of the Radar System Improvement Program (RSIP) to enhance radar detection, Electronic Protection, and improve/expand radar maintenance capabilities. Total of 33 Aircraft required--32 Operational and 1 Test. This budget funds all but 3 of the required aircraft. An Above Threshold Reprogramming (ATR) request is currently awaiting approval by Congress for the funds required to procure the 3 additional kits.

FY03-FY03 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0

Development Status

Complete. IOT&E Date: October 1996

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 13 | 3.2 | 2 | 0.2 | 4 | 1.0 | 9 | 1.5 | | | | |
| KITS NONRECUR | | 1.3 | | 5.5 | | | | | | | | |
| EQUIPMENT | [13] | 126.2 | [2] | 56.3 | [5] | 61.4 | [9] | 63.2 | | | | |
| EQUIP | | 20.2 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | 1.1 | | 1.2 | | |
| DATA | | 1.3 | | 0.2 | | 0.6 | | 0.6 | | | | 0.2 |
| SIM/TRAINER | [2] | 22.5 | | 0.8 | | | | | | | | |
| SUPPORT-EQUIP | | 6.6 | | 1.3 | | 2.5 | | 2.6 | | 2.7 | | 2.4 |
| COMMODITY MOD | | 1.5 | | | | 0.2 | | 0.3 | | 0.1 | | 0.1 |
| DMS (Diminished | | 4.7 | | 0.1 | | 1.2 | | 1.0 | | 1.0 | | 0.3 |
| Manufacturing Sources) | | | | | | | | | | | | |
| ENG SUPPORT | | 1.0 | | 0.9 | | 5.5 | | 5.3 | | 5.3 | | 5.3 |
| DEPOT | | 1.2 | | 1.2 | | 0.5 | | 2.6 | | 2.0 | | |
| ICS | | 8.1 | | 4.4 | | 2.4 | | | | | | |
| OGC | | 4.8 | | 0.3 | | 0.2 | | 0.2 | | 0.1 | | 0.1 |
| CONTRACTOR | | 3.5 | | 3.1 | | 2.7 | | 2.7 | | 2.1 | | 1.0 |
| SUPPORT | | | | | | | | | | | | |
| PROGRAM MNGMT | | | | 4.3 | | 5.1 | | 4.4 | | 3.9 | | 3.6 |
| GFE | | 3.6 | | 0.0 | | 0.9 | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-96 2 KITS | [2] | 6.9 | | | | | | | | | | |
| FY-97 2 KITS | [1] | 0.3 | [1] | 0.6 | | | | | | | | |
| FY-98 4 KITS | | | [2] | 1.1 | [2] | 1.3 | | | | | | |
| FY-99 5 KITS | | | | | [2] | 1.3 | [3] | 1.5 | | | | |
| FY-00 2 KITS | | | | | | | | | [2] | 1.7 | | |
| FY-01 4 KITS | | | | | | | | | [4] | 3.5 | [1] | 0.8 |
| FY-02 9 KITS | | | | | | | | | | | [7] | 5.6 |
| TOTAL INSTALL | 3 | 7.2 | 3 | 1.7 | 4 | 2.5 | 3 | 1.5 | 6 | 5.2 | 8 | 6.4 |
| TOTAL COST (BP-1100) | 13 | 216.9 | 2 | 80.2 | 4 | 86.7 | 9 | 87.0 | | 23.8 | | 19.5 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 28 | 5.9 |
| KITS NONRECUR | | | | | | | | | | 6.8 |
| EQUIPMENT | | | | | | | | | [29] | 307.1 |
| EQUIP NONREC | | | | | | | | | | 20.2 |
| CHANGE ORDERS | | | | | | | | | | 2.4 |
| DATA | | | | | | | | | | 3.0 |
| SIM/TRAINER | | | | | | | | | [2] | 23.3 |
| SUPPORT-EQUIP | | | | | | | | | | 18.1 |
| COMMODITY MOD | | | | | | | | | | 2.2 |
| DMS (Diminished Manufacturing Sources) | | | | | | | | | | 8.2 |
| ENG SUPPORT | | 0.5 | | | | | | | | 23.8 |
| DEPOT | | | | | | | | | | 7.5 |
| ICS | | | | | | | | | | 14.9 |
| OGC | | 0.1 | | | | | | | | 5.8 |
| CONTRACTOR SUPPORT | | 0.4 | | | | | | | | 15.6 |
| PROGRAM MNGMT | | 2.0 | | | | | | | | 23.3 |
| GFE | | | | | | | | | | 4.6 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-96 2 KITS | | | | | | | | | [2] | 6.9 |
| FY-97 2 KITS | | | | | | | | | [2] | 0.8 |
| FY-98 4 KITS | | | | | | | | | [4] | 2.4 |
| FY-99 5 KITS | | | | | | | | | [5] | 2.8 |
| FY-00 2 KITS | | | | | | | | | [2] | 1.7 |
| FY-01 4 KITS | | | | | | | | | [5] | 4.3 |
| FY-02 9 KITS | [2] | 1.6 | | | | | | | [9] | 7.3 |
| TOTAL INSTALL | 2 | 1.6 | | | | | | | 29 | 26.2 |
| TOTAL COST (BP-1100) | | 4.7 | | | | | | | 28 | 518.8 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected:

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-3 Class P
 PE 0207417F Team INFO

Center: ESC - Hanscom AFB, MA

Description/Justification

Funds miscellaneous low cost modifications (not to exceed \$1.9M per year) needed to increase weapon system reliability, maintainability, and supportability by improving system performance and reducing logistical cost. Funding in FY03 is for procurement of new items resulting from 3600 DMS studies, RM&A activities and identification of bad actors on the E-3 platform.

FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| MISC | | | | | | | | 0.0 | | 1.3 | | 0.0 |
| PROGRAM MNGMT | | | | | | | | | | 0.2 | | |
| TOTAL COST (BP-1100) | | | | | | | | 0.0 | | 1.5 | | 0.0 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| MISC | | 0.0 | | 0.0 | | 0.0 | | | | 1.3 |
| PROGRAM MNGMT | | 0.0 | | | | | | | | 0.3 |
| TOTAL COST (BP-1100) | | 0.0 | | 0.0 | | 0.0 | | | | 1.5 |

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-00

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: FM IMMUNITY MN-DC101
Models of Aircraft Affected:

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-3 Class P
PE 0207417F Team INFO

Center: ESC - Hanscom AFB, MA

Description/Justification

The AWACS fleet requires VOR/ILS receiver kits (51RV-5B) to comply with the European FM Immunity implementation date of 1 Jan 2001. FM Immunity non-compliance poses potential safety and operational impacts. Due to the increased safety risk, nations will impose substantial operational restrictions upon aircraft, both civil and state, equipped with non-immune VHF receivers thereby impacting AWACS ability to provide the immediate response necessary to support the mission. In addition to the 32 kits for the operational aircraft one kit will be procured for the TS-3 test aircraft. FY00 funds will procure all kits. Installation is estimated to be less than 25 hours per aircraft and will be accomplished by Blue Suit maintenance at no cost to the modification program. All 33 kits will be installed in FY01.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 33 | 1.2 | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | 0.1 | | | | | | | | |
| SIM/TRAINER | | | | | | | 0.2 | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| ICS | | | | 0.1 | | | | | | | | |
| CONTRACTOR | | | | | | | 0.2 | | | | | |
| SUPPORT | | | | | | | | | | | | |
| PROGRAM MNGMT | | | | | | | 0.0 | | | | | |
| INITIAL SPARES | | | | | | | | | | | | |
| INITIAL SPARES (WCF | | | | | | | | | | | | |
| REIMBURSEMENTS) | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 33 KITS | | | | | | [33] | | | | | | |
| TOTAL INSTALL | | | | | | 33 | | | | | | |
| TOTAL COST (BP-1100) | | | 33 | 1.3 | | | 0.4 | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 33 | 1.2 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.1 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.2 |
| ICS | | | | | | | | | | 0.1 |
| CONTRACTOR SUPPORT | | | | | | | | | | 0.2 |
| PROGRAM MNGMT | | | | | | | | | | 0.0 |
| INITIAL SPARES | | | | | | | | | | |
| INITIAL SPARES (WCF | | | | | | | | | | |
| REIMBURSEMENTS) | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 33 KITS | | | | | | | | | [33] | |
| TOTAL INSTALL | | | | | | | | | 33 | |
| TOTAL COST (BP-1100) | | | | | | | | | 33 | 1.7 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 0 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|
| Contract Date (Month/CY) | 09/00 | |
| Delivery Date (Month/CY) | 12/00 | |

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|----|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | 5 | 7 | 5 | 16 |
| Output | | | | | 5 | 7 | 5 | 16 |

| | | | | | | | | |
|--|----------|----------|----------|-----------------------------------|----------|----------|--------------------------|----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: E-4 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$14.276 | \$31.271 | \$45.539 | \$33.499 | \$25.021 | \$34.880 | \$10.136 | \$20.257 |

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 FY02 is the Infrastructure Modernization. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|--------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P | 3149F | FLIGHT DATA RECORD | 0.1 | 0.1 | 0.5 | | | | | | | 1.1 |
| | 3149T | TRAFFIC ALERT & COL | 0.4 | 0.4 | 0.7 | | | | | | | 6.9 |
| | 3150 | NAVSTAR GLOBAL PO | 0.9 | 3.0 | 3.1 | | | | | | | 35.2 |
| | 3410 | NPES (NC2AIS) E-4B | 0.3 | 0.8 | 0.9 | 0.5 | 0.5 | 0.5 | 0.6 | 0.6 | | 4.7 |
| | 3445 | UNIVERSAL MODEM | | | | 2.0 | 2.0 | | | | | 4.0 |
| | 3505 | MODIFIED MINIATURE | 5.2 | 18.4 | 7.2 | 1.5 | | | | | | 32.2 |
| | 4374 | E-4 MISSION COMMUNI | 4.1 | 2.6 | | | | | | | | 24.0 |
| | 4381 | E-4B NATIONAL AIRBO | | | | 15.8 | 9.2 | 21.3 | | | | 46.2 |
| | 4381B | E-4B NATIONAL AIRBO | | | | | | | | 5.3 | | 5.3 |
| | 4382 | UHF SATCOM RADIO R | | | 1.9 | 1.9 | | | | | | 3.9 |
| | 4383 | MESSAGE PROCESSIN | | | 6.9 | | | | | | | 6.9 |
| | 4384 | DEFENSE MESSAGING | | | 6.7 | | | | | | | 6.7 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 57 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|----------|----------|----------|----------------------------|----------|----------|-------------------|----------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: E-4 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$14.276 | \$31.271 | \$45.539 | \$33.499 | \$25.021 | \$34.880 | \$10.136 | \$20.257 |

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 FY02 is the Infrastructure Modernization. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|------------------------|--------|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| | 4386 | NATIONAL COMMAND | | | 6.8 | | | | | | | 6.8 |
| | 9702 | 8.33 KHZ VHF RADIO | 0.5 | | | | | | | | | 1.1 |
| | 9709 | GLOBAL AIR TRAFFIC | | | | 6.4 | 8.6 | 4.2 | | | | 19.2 |
| | 9709D | E-4B GATM PHASE III | | | | | | 5.8 | 7.6 | 11.1 | | 24.5 |
| | 99999S | SERVICE BULLETINS | 0.4 | 3.5 | 8.5 | 3.8 | 2.8 | 1.1 | 1.1 | 1.2 | | 39.6 |
| | 99999X | LOW COST MODIFICAT | 1.9 | 1.1 | 2.0 | 1.6 | 1.9 | 1.9 | 0.8 | 2.0 | | 17.3 |
| | TAWS | TERRAIN AWARENESS | 0.5 | 1.0 | 0.3 | | | | | | | 5.0 |
| | Z88888 | REPROGRAMMINGS | 0.1 | 0.5 | | | | | | | | 0.1 |
| TOTAL FOR CLASS P | | | 14.4 | 31.3 | 45.5 | 33.5 | 25.0 | 34.9 | 10.1 | 20.3 | 0.0 | 290.8 |
| TOTAL FOR AIRCRAFT E-4 | | | 14.4 | 31.3 | 45.5 | 33.5 | 25.0 | 34.9 | 10.1 | 20.3 | 0.0 | 290.8 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 57 | PAGE NO. 2 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM MN-3149T

Models of Aircraft Affected: E-4B

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
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. Schedule is critical. This mod is baselined with 3149F, 3150, TAWS and 4374.

\$700K of additional FY01 funds will be provided by unrecorded BTR transaction for FY01 installation.

FY03-FY07 budget numbers do not reflect the DoD strategic review.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 2 | 0.5 | 1 | 0.1 | 1 | 0.1 | | | | | | |
| KITS NONRECUR | | 2.0 | | | | | | | | | | |
| EQUIPMENT | [2] | 1.1 | [1] | 0.3 | [1] | 0.3 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.3 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 1 KITS | [1] | 0.8 | | | | | | | | | | |
| FY-99 1 KITS | [1] | 0.7 | | | | | | | | | | |
| FY-00 1 KITS | | | | | [1] | 0.0 | | | | | | |
| FY-01 1 KITS | | | | | | | [1] | 0.7 | | | | |
| TOTAL INSTALL | 2 | 1.5 | | | 1 | 0.0 | 1 | 0.7 | | | | |
| TOTAL COST (BP-1100) | 2 | 5.3 | 1 | 0.4 | 1 | 0.4 | | 0.7 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 4 | 0.7 |
| KITS NONRECUR | | | | | | | | | | 2.0 |
| EQUIPMENT | | | | | | | | | [4] | 1.7 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.3 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 1 KITS | | | | | | | | | [1] | 0.8 |
| FY-99 1 KITS | | | | | | | | | [1] | 0.7 |
| FY-00 1 KITS | | | | | | | | | [1] | 0.0 |
| FY-01 1 KITS | | | | | | | | | [1] | 0.7 |
| TOTAL INSTALL | | | | | | | | | 4 | 2.2 |
| TOTAL COST (BP-1100) | | | | | | | | | 4 | 6.9 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 15 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

| | <u>FY-97</u> | | | <u>FY-98</u> | | | <u>FY-99</u> | | | <u>FY-00</u> | | | <u>FY-01</u> | | | <u>FY-02</u> | | | <u>FY-03</u> | | |
|----------|--------------|---|---|--------------|---|---|--------------|---|---|--------------|---|---|--------------|---|---|--------------|---|---|--------------|---|--|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | |
| Quarters | 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 | | | | 1 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

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

Models of Aircraft Affected: E-4B

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
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 Supplemental Type Certificate (STC). FY97 Change Order funds corrections to lift these operational flight restrictions. GPS corrections installation was completed in May 00. Mod is baselined with 3149F, 3149T, TAWS & 4374.

\$3,100K of additional FY01 funds will be provided by unrecorded BTR transaction for FY01 installation.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 2 | 1.4 | | | 2 | 0.6 | | | | | | |
| KITS NONRECUR | | 3.2 | | | | | | | | | | |
| EQUIPMENT | [2] | 3.3 | | | [2] | 2.4 | | | | | | |
| EQUIP | | 3.1 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 13.1 | | | | | | | | | | |
| DATA | | 3.2 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | 0.2 | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-94 1 KITS | [1] | 0.8 | | | | | | | | | | |
| FY-99 1 KITS | | | [1] | 0.9 | | | | | | | | |
| FY-01 2 KITS | | | | | [1] | 0.0 | [1] | 3.1 | | | | |
| TOTAL INSTALL | 1 | 0.8 | 1 | 0.9 | 1 | 0.0 | 1 | 3.1 | | | | |
| TOTAL COST (BP-1100) | 2 | 28.2 | | 0.9 | 2 | 3.0 | | 3.1 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 4 | 2.0 |
| KITS NONRECUR | | | | | | | | | | 3.2 |
| EQUIPMENT | | | | | | | | | [4] | 5.7 |
| EQUIP NONREC | | | | | | | | | | 3.1 |
| CHANGE ORDERS | | | | | | | | | | 13.1 |
| DATA | | | | | | | | | | 3.2 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.2 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-94 1 KITS | | | | | | | | | [1] | 0.8 |
| FY-99 1 KITS | | | | | | | | | [1] | 0.9 |
| FY-01 2 KITS | | | | | | | | | [2] | 3.1 |
| TOTAL INSTALL | | | | | | | | | 4 | 4.8 |
| TOTAL COST (BP-1100) | | | | | | | | | 4 | 35.2 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 21 Months

Follow-On Lead Time: 5 Months

Milestones

| | <u>FY-94</u> | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 01/94 | | | | | 05/99 | | 10/00 | | |
| Delivery Date (Month/CY) | 10/95 | | | | | 10/99 | | 03/01 | | |

Installation Schedule

| | <u>FY-94</u> | | | | <u>FY-95</u> | | | | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: NPES (NC2AIS) E-4B MN-3410
Models of Aircraft Affected: E-4B

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
PE 0101316F Team INFO

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

Description/Justification

Provides Nuclear Planning and Execution System (NPES) capability on the E-4B. Implements MOA dated 13 Dec 95, 'Transition of Management for the NPES and successor, Nuclear Command and Control Automated Information System (NC2AIS)'. NPES Configuration Management Board represented by Joint Staff J-38, USSTRATCOM. This will provide commonality with all nuclear C2 in support of NCA, Joint Staff, and nuclear CINCs. Funds will provide equipment and software for ADP systems technologies and capabilities on 4 A/C. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | 1 | 0.3 | 1 | 0.8 | 1 | 0.9 | 1 | 0.5 | | 0.5 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 1 KITS | | | [1] | | | | | | | | | |
| FY-01 1 KITS | | | | | [1] | | | | | | | |
| FY-02 1 KITS | | | | | | | [1] | | | | | |
| FY-03 1 KITS | | | | | | | | | [1] | | | |
| TOTAL INSTALL | | | 1 | | 1 | | 1 | | 1 | | | |
| TOTAL COST (BP-1100) | | | 1 | 0.3 | 1 | 0.8 | 1 | 0.9 | 1 | 0.5 | | 0.5 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | 0.5 | | 0.6 | | 0.6 | | | 4 | 4.7 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 1 KITS | | | | | | | | | [1] | |
| FY-01 1 KITS | | | | | | | | | [1] | |
| FY-02 1 KITS | | | | | | | | | [1] | |
| FY-03 1 KITS | | | | | | | | | [1] | |
| TOTAL INSTALL | | | | | | | | | 4 | |
| TOTAL COST (BP-1100) | | 0.5 | | 0.6 | | 0.6 | | | 4 | 4.7 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | |
| Delivery Date (Month/CY) | | | | |

Installation Schedule

| | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | |
| Input | | 1 | | | | 1 | | | | 1 | | | | 1 | | | |
| Output | | 1 | | | | 1 | | | | 1 | | | | 1 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: MODIFIED MINIATURE RECEIVER TERMINAL MN-3505

Models of Aircraft Affected: E-4B, E-6B

Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
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. MRT 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 and receives funding via the Minimum Emergency Essential Communication Network (MEECN) program. Under the terms of a 26 Feb '96 MOU between the Air Force (ESC/TG) and the Navy (PEO/PMA-271), the Air Force is responsible for modifications to all existing MRTs in an effort to provide a common MMRT radio for both Air Force and Navy users. 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 TACAMO are essential components of the Nuclear Command and Control System. Specific production costs have been updated to reflect the current working government estimate and recent contractor proposals.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0

Development Status

Complete

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | [1] | 19.5 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 2 | 0.8 | 1 | 0.4 | | | | | | |
| KITS NONRECUR | | | | 1.2 | | | | | | | | |
| EQUIPMENT | | | [6] | 2.0 | [43] | 14.0 | [13] | 4.2 | | | | |
| EQUIP | | | | 1.2 | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | 0.3 |
| SIM/TRAINER | | | | | | | [1] | 0.2 | [1] | 0.2 | | |
| SUPPORT-EQUIP | | | | | [1] | 0.1 | [1] | 0.4 | [1] | 0.6 | | |
| SPARES | | | | | [11] | 3.6 | [6] | 2.0 | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 2 KITS | | | | | [1] | 0.4 | [1] | 0.4 | | | | |
| FY-01 1 KITS | | | | | | | | | [1] | 0.4 | | |
| TOTAL INSTALL | | | | | 1 | 0.4 | 1 | 0.4 | 1 | 0.4 | | |
| TOTAL COST (BP-1100) | | | 2 | 5.2 | 1 | 18.4 | | 7.2 | | 1.5 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | [1] | 19.5 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 3 | 1.2 |
| KITS NONRECUR | | | | | | | | | | 1.2 |
| EQUIPMENT | | | | | | | | | [62] | 20.1 |
| EQUIP NONREC | | | | | | | | | | 1.2 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.3 |
| SIM/TRAINER | | | | | | | | | [2] | 0.4 |
| SUPPORT-EQUIP | | | | | | | | | [3] | 1.0 |
| SPARES | | | | | | | | | [17] | 5.5 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 2 KITS | | | | | | | | | [2] | 0.8 |
| FY-01 1 KITS | | | | | | | | | [1] | 0.4 |
| TOTAL INSTALL | | | | | | | | | 3 | 1.2 |
| TOTAL COST (BP-1100) | | | | | | | | | 3 | 32.2 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 5 Months

Follow-On Lead Time: 3 Months

Milestones

| | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | 01/00 | 10/00 | 12/01 | |
| Delivery Date (Month/CY) | | | 06/00 | 01/01 | 03/02 | |

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 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 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: E-4 MISSION COMMUNICATIONS UPGRADE MN-4374

Models of Aircraft Affected: E-4B

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
PE 0302015F Team INFO

Description/Justification

The E-4 National Command Authority (NCA) 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, STU IIIs and Demand Assigned Multiple Access (DAMA) prototype and kit proof installs in FY00/01. DAMA production installs will be accomplished under mod #4382. Funded by SECDEF direction in FY95 and FY97 with congressional approval. Installs delayed due to aircraft availability. First Install Feb-Apr 97 funded with FY95 funds; 2nd Install Jun-Oct 98 funded with FY97 funds and third install Jun 99 - May 00 and funded with FY99 funds. This mod is baselined with Mod # 3149F, 3149T, 3150, & TAWS.

FY03-FY07 budget numbers do not reflect the results of the DoD strategic review.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 3 | 2.2 | 1 | 0.5 | | | | | | | | |
| KITS NONRECUR | | 3.7 | | | | | | | | | | |
| EQUIPMENT | [3] | 6.4 | [1] | 1.8 | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 1.5 | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| DAMA INSTALL | | | | 1.7 | | 1.3 | | | | | | |
| 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] | 1.3 | | | | | | |
| TOTAL INSTALL | 3 | 3.5 | | | 1 | 1.3 | | | | | | |
| TOTAL COST (BP-1100) | 3 | 17.3 | 1 | 4.1 | | 2.6 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 4 | 2.7 |
| KITS NONRECUR | | | | | | | | | | 3.7 |
| EQUIPMENT | | | | | | | | | [4] | 8.2 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 1.5 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| DAMA INSTALL | | | | | | | | | | 3.0 |
| 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] | 1.3 |
| TOTAL INSTALL | | | | | | | | | 4 | 4.8 |
| TOTAL COST (BP-1100) | | | | | | | | | 4 | 24.0 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 6 Months

Follow-On Lead Time: 4 Months

Milestones

| | <u>FY-95</u> | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 06/96 | | 02/97 | | 10/98 | 01/00 | | |
| Delivery Date (Month/CY) | 12/96 | | 06/97 | | 02/99 | 05/00 | | |

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: UHF SATCOM RADIO REPLACEMENT MN-4382
 Models of Aircraft Affected: E-4B

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-4 Class P
 PE 0302015F Team INFO

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

Description/Justification

UHF SATCOM radio provides full duplex voice communications in support of the primary mission of the National Airborne Operations Center (NAOC). Current UHF SATCOM radio (USC 42 V1) installed on Mod #4374 has become obsolete. Will retrofit and replace current radio installed on two aircraft (73-1676 & 74-0787) with USC 42 V2.

FY03-FY03 budget numbers do not reflect the results of the DoD strategic review.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | 1 | 0.3 | 1 | 0.3 | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | [1] | 0.8 | [1] | 0.8 | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | 0.2 | | 0.2 | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-02 1 KITS | | | | | | | [1] | 0.7 | | | | |
| FY-03 1 KITS | | | | | | | | | [1] | 0.7 | | |
| TOTAL INSTALL | | | | | | | 1 | 0.7 | 1 | 0.7 | | |
| TOTAL COST (BP-1100) | | | | | | | 1 | 1.9 | 1 | 1.9 | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 2 | 0.5 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [2] | 1.6 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.4 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-02 1 KITS | | | | | | | | | [1] | 0.7 |
| FY-03 1 KITS | | | | | | | | | [1] | 0.7 |
| TOTAL INSTALL | | | | | | | | | 2 | 1.3 |
| TOTAL COST (BP-1100) | | | | | | | | | 2 | 3.9 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 8 Months

Follow-On Lead Time: 8 Months

Milestones

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

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | 1 | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | 1 | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 4 | 0.2 |
| KITS NONRECUR | | | | | | | | | | 2.7 |
| EQUIPMENT | | | | | | | | | [4] | 2.2 |
| EQUIP NONREC | | | | | | | | | | 0.3 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.2 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-02 4 KITS | | | | | | | | | [4] | 1.4 |
| TOTAL INSTALL | | | | | | | | | 4 | 1.4 |
| TOTAL COST (BP-1100) | | | | | | | | | 4 | 6.9 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 4 Months

Follow-On Lead Time: 1 Month

Milestones

| | <u>FY-02</u> |
|--------------------------|--------------|
| Contract Date (Month/CY) | 11/01 |
| Delivery Date (Month/CY) | 03/02 |

Installation Schedule

| | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 |
| Input | | 2 | 2 | |
| Output | | 2 | 2 | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 4 | 0.9 |
| KITS NONRECUR | | | | | | | | | | 1.3 |
| EQUIPMENT | | | | | | | | | [4] | 1.2 |
| EQUIP NONREC | | | | | | | | | | 2.3 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.2 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-02 4 KITS | | | | | | | | | [4] | 1.0 |
| TOTAL INSTALL | | | | | | | | | 4 | 1.0 |
| TOTAL COST (BP-1100) | | | | | | | | | 4 | 6.7 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 1 Month

Milestones

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

Installation Schedule

| | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | |
| Input | | 2 | 2 | | | | | |
| Output | | 1 | 2 | 1 | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: NATIONAL COMMAND AUTHORITY CONFERENCING MN-4386

Models of Aircraft Affected: E-4B

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
PE 0302015F Team INFO

Description/Justification

National Command Authority (NCA) Conferencing provides secure voice communications over 4 MILSTAR networks simultaneously. DoD-wide NCA connectivity architecture incorporates NCA Conferencing requirements by FY03. E-4B fleet must this capability to remain an effective node in the NCA connectivity master-plan.

FY03-FY07 budget numbers do not reflect the results of the DoD strategic review.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | 4 | 1.4 | | | | |
| KITS NONRECUR | | | | | | | | 2.2 | | | | |
| EQUIPMENT | | | | | | | [4] | 1.2 | | | | |
| EQUIP | | | | | | | | 1.1 | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | 0.1 | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-02 4 KITS | | | | | | | [4] | 0.7 | | | | |
| TOTAL INSTALL | | | | | | | 4 | 0.7 | | | | |
| TOTAL COST (BP-1100) | | | | | | | 4 | 6.8 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 4 | 1.4 |
| KITS NONRECUR | | | | | | | | | | 2.2 |
| EQUIPMENT | | | | | | | | | [4] | 1.2 |
| EQUIP NONREC | | | | | | | | | | 1.1 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.1 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-02 4 KITS | | | | | | | | | [4] | 0.7 |
| TOTAL INSTALL | | | | | | | | | 4 | 0.7 |
| TOTAL COST (BP-1100) | | | | | | | | | 4 | 6.8 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 5 Months

Follow-On Lead Time: 5 Months

Milestones

| | <u>FY-02</u> |
|--------------------------|--------------|
| Contract Date (Month/CY) | 11/01 |
| Delivery Date (Month/CY) | 04/02 |

Installation Schedule

| | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 |
| Input | | 2 | 2 | |
| Output | | 2 | 2 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SERVICE BULLETINS MN-99999S
Models of Aircraft Affected: E-4B

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
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 keep the weapon system in compliance with FAA standards/certification. FY02 increase due to Service Bulletin requirements for two (2) PDM aircraft and Airworthiness Directive (AD) 2000-14-11, Thrust Reverser Third Lock, design integration; FY03/04 increase to fund kit and installation effort for Thrust Reverser AD 2000-14-11.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | 17.0 | | 0.4 | | 3.5 | | 8.5 | | 3.8 | | 2.8 |
| TOTAL COST (BP-1100) | | 17.0 | | 0.4 | | 3.5 | | 8.5 | | 3.8 | | 2.8 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | 1.1 | | 1.1 | | 1.2 | | | | 39.6 |
| TOTAL COST (BP-1100) | | 1.1 | | 1.1 | | 1.2 | | | | 39.6 |

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-90

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: LOW COST MODIFICATIONS MN-99999X
Models of Aircraft Affected: E-4

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
PE 0302015F Team INFO

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

Description/Justification

These are low cost modifications not to exceed \$1.9M per year which are necessary for reliability, maintainability, and/or improved system performance.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.2 | | | | | | | | | | |
| AIRCRAFT | | 3.9 | | 1.9 | | 1.1 | | 2.0 | | 1.6 | | 1.9 |
| TOTAL COST (BP-1100) | | 4.0 | | 1.9 | | 1.1 | | 2.0 | | 1.6 | | 1.9 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 0.2 |
| AIRCRAFT | | 1.9 | | 0.8 | | 2.0 | | | | 17.1 |
| TOTAL COST (BP-1100) | | 1.9 | | 0.8 | | 2.0 | | | | 17.3 |

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Models of Aircraft Affected: E-4B

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
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 nuisance warnings. Prototype install on contract in FY98 and began install in Jun 99 due to aircraft availability. Prototype was completed in May 00. Schedule critical. This mod is baselined with Mod #3149F, 3149T (TCAS), 3150 and 4374.

\$200K of additional FY01 funds will be provided by unrecorded BTR transaction for FY01 installation.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 2 | 0.3 | 1 | 0.1 | 1 | 0.1 | | | | | | |
| KITS NONRECUR | | 1.4 | | | | | | | | | | |
| EQUIPMENT | [2] | 1.0 | [1] | 0.3 | [1] | 0.3 | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.3 | | | | | | | | | | |
| DATA | | | | | | 0.5 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 1 KITS | [1] | 0.3 | | | | | | | | | | |
| FY-99 1 KITS | | | [1] | 0.1 | | | | | | | | |
| FY-00 1 KITS | | | | | [1] | 0.1 | | | | | | |
| FY-01 1 KITS | | | | | | | [1] | 0.3 | | | | |
| TOTAL INSTALL | 1 | 0.3 | 1 | 0.1 | 1 | 0.1 | 1 | 0.3 | | | | |
| TOTAL COST (BP-1100) | 2 | 3.3 | 1 | 0.5 | 1 | 1.0 | | 0.3 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 4 | 0.5 |
| KITS NONRECUR | | | | | | | | | | 1.4 |
| EQUIPMENT | | | | | | | | | [4] | 1.6 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.3 |
| DATA | | | | | | | | | | 0.5 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 1 KITS | | | | | | | | | [1] | 0.3 |
| FY-99 1 KITS | | | | | | | | | [1] | 0.1 |
| FY-00 1 KITS | | | | | | | | | [1] | 0.1 |
| FY-01 1 KITS | | | | | | | | | [1] | 0.3 |
| TOTAL INSTALL | | | | | | | | | 4 | 0.9 |
| TOTAL COST (BP-1100) | | | | | | | | | 4 | 5.0 |

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 11 Months

Follow-On Lead Time: 8 Months

Milestones

| | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 06/98 | 05/99 | 02/00 | 10/00 | | |
| Delivery Date (Month/CY) | 05/99 | 01/00 | 10/00 | 06/01 | | |

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | 1 | | | | 1 | | | | 1 | | | | | 1 | | | | | |
| Output | | | | | | | | | 1 | | | | 1 | | | | | | 1 | | | | | 1 |

| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | | DATE June 2001 | |
|--|----------|----------|-----------|-----------------------------|----------|----------|----------|-------------------|--|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: E-8B | | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | |
| COST (In Mil) | \$20.058 | \$33.084 | \$161.920 | \$37.309 | \$33.809 | \$45.685 | \$31.487 | \$34.022 | |

This line item funds modifications to the E-8 aircraft. The E-8 is a modified Boeing 707-300 airframe called Joint Surveillance and Target Attack Radar System (JSTARS). The JSTARS was developed for ground surveillance, targeting and battle management. The primary modification budgeted in FY02 is the Computer Replacement Program (CRP). Other modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| CLASS | MOD NR | MODIFICATION TITLE | FY-00 | FY-01 | FY-02 | FY-03 | FY-04 | FY-05 | FY-06 | FY-07 | COST TO GO | TOTAL PROG. |
|-------------------------|--------|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------------|
| P | 38200 | VANGUARD | | | 25.3 | 0.1 | 4.5 | 4.5 | 4.4 | 4.5 | | 43.3 |
| | 38201 | CRP (COMPUTER REPL | 24.2 | 32.9 | 44.9 | 14.1 | 13.2 | | | | | 165.8 |
| | 38202 | SATCOM (SATELLITE C | | | 5.7 | 20.8 | 5.4 | 14.9 | 4.3 | | | 51.0 |
| | 38203 | SPIRAL IMPLEMENTATI | | | 7.2 | 2.4 | 3.2 | 3.6 | 4.8 | 4.9 | | 26.1 |
| | 8662 | AETC MTD UPGRADES- | | | | | 7.5 | | | | | 7.5 |
| | 9709 | GLOBAL AIR TRAFFIC | | | | | | 22.6 | 18.0 | 24.7 | | 65.3 |
| | Z88888 | REPROGRAMMINGS | -4.1 | 0.2 | 78.9 | | | | | | | 81.9 |
| TOTAL FOR CLASS P | | | 20.1 | 33.1 | 161.9 | 37.3 | 33.8 | 45.7 | 31.5 | 34.0 | 0.0 | 440.9 |
| TOTAL FOR AIRCRAFT E-8B | | | 20.1 | 33.1 | 161.9 | 37.3 | 33.8 | 45.7 | 31.5 | 34.0 | 0.0 | 440.9 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 58 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: VANGUARD MN-38200
Models of Aircraft Affected: E-8C

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-8B Class P
PE 0207581F Team INFO

Center: ESC - Hanscom AFB, MA

Description/Justification

Aircraft and Prime Mission Equipment (PME) R&M upgrades will be required in the future to achieve and maintain the required levels of performance as measured by Mission Capability and Mission Reliability Rate. Anticipated PME R&M requirements are Diminishing Manufacturing Sources (DMS), peripheral equipment R&M changes not covered by block upgrades (for example; connectors, cabling changes, disk drives), and resolution of card and box-level R&M deficiencies. Aircraft R&M projects will also continue to be required. Continuing fuel system adjustments/repairs, replacement of problem transmitters and indicators in multiple aircraft systems, and engine build-up components, all will require lifetime attention through an ECP process due to the age of the equipment. Other modifications will be performed as required to implement fleet wide production ECPs, including the procurement and installation of 8.33kHz radios and trainer/simulation upgrades. The new Inspect and Repair as Necessary (IRAN) process which is replacing the 'remanufactured' process at Lake Charles during refurbishment will result in more aircraft R&M requirements that will need to be corrected downstream during Operations and Support. Corrosion, chafing, and other age-related aircraft conditions will all require R&M modifications.

Any ECP's required have historically been funded out of the program ECO line as these aircraft moved through production. As the program has matured, the ECP kits and installation efforts have shifted focus from production line assets to operational assets. A modification (BP11) line for ECPs was not originally laid into the program. For FY01 and prior the Air Force will use it's reprogramming flexibility to realign funds between BP10 and BP11 to support fleet mods resulting from approved ECPs. This will provide greater mission capability, higher mission reliability, and maximize aircraft availability in support of the user's (ACC) mission. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

** Note for Z88888 Line on E-8 P-40: In FY02 the Z88888 line which normally is only used to balance the execution years contains a + 78.925M because of the error in ABIDES. The correct P-1 Line for E-8 BP11 is 82.995M (as reflected in the total of the Mod programs) and the additional funding is part of an error in how the BP10 and BP11 funds were layed in for the PBD providing the 16th aircraft. SAF/FMBI is working to resolve the ABIDES discrepancies.

Aircraft Breakdown: Active 16, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | | | | | | 18.9 | | 0.1 | | | 4.0 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| INTEGRATION | | | | | | | 5.0 | | | | | 0.3 |
| PMA | | | | | | | 1.4 | | 0.0 | | | 0.3 |
| TOTAL COST (BP-1100) | <hr/> | | | | | | 25.3 | | 0.1 | | | 4.5 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | 4.0 | | 3.8 | | 3.9 | | | | 34.7 |
| INTEGRATION | | 0.3 | | 0.3 | | 0.3 | | | | 6.1 |
| PMA | | 0.3 | | 0.3 | | 0.3 | | | | 2.5 |
| TOTAL COST (BP-1100) | | 4.5 | | 4.4 | | 4.5 | | | | 43.3 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: CRP (COMPUTER REPLACEMENT PROGRAM) MN-38201

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-8B Class P
PE 0207581F Team INFO

Description/Justification

Retrofit required due to actual/potential Diminishing Manufacturing Sources/parts obsolescence. This modification replaces items such as the current Militarized General Purpose Computers, Operator Work Stations, Programmable Signal Processors, and Radar Control Units/Pulse Compression Units with COTS equivalents. This modification is the baseline for all future upgrades. Kit and install costs negotiated and reflected in the 'B Tables' of the contract. Efforts to be accomplished through a combination of modifications and in-line production. This line also addresses items such as ECP's, DMS, etc., required to accomplish the program and meet the User's (ACC) operational requirements. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 10, Reserve 0, ANG 0

Development Status

The contract for the Engineering and Manufacturing Development (EMD) effort was awarded in May 1997. RDT&E funds development of the hardware and software production representative configuration required to integrate the new COTS Prime Mission Equipment (PME) into the Joint STARS configuration baseline. The CRP EMD program has successfully completed combined DT/OT ground and flight testing of the production representative configuration. DD250 for the CRP EMD baseline was signed 31 Oct 00. Insertion of the CRP baseline into the Joint STARS production line and retrofit modification activities for the currently fielded Joint STARS aircraft have begun. Retrofit modifications will occur using a kits and installs approach. The install schedule is dependent upon the 93ACW maintenance planning and may change as a result of future maintenance activities (i.e. WSIP and Fuel Cell Reseal) and unplanned flying hour activity (i.e. contingencies). The Joint STARS RDT&E support and training systems will be upgraded/procured to reflect the new CRP baseline configuration in FY01-02 (Mission Support System, Transportable Mission Support System, Software Maintenance System, Interoperability Certification System), and FY04-05 (Maintenance Crew Training System, PME Maintenance Trainer). The first CRP-equipped jet is expected to be delivered in the Summer of 2001.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 76.5 | | 17.4 | | 25.8 | | 9.1 | | | | 7.9 |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 3 | 2.6 | 2 | 1.7 | 2 | 1.7 | 3 | 2.6 | | | | |
| KITS NONRECUR EQUIPMENT | [3] | 32.7 | [2] | 17.9 | [2] | 25.0 | [3] | 30.3 | | | | |
| EQUIP NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.6 | | | | | | | | | | |
| DATA | | 0.7 | | 0.4 | | 0.2 | | 0.1 | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INTEGRATION | | | | 4.1 | | | | | | | | |
| DMS (Diminished Manufacturing Sources) | | | | | | | | 2.6 | | | | |
| PMA | | | | | | 2.5 | | 2.8 | | 1.6 | | 3.5 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-99 3 KITS | | | | | [1] | 3.5 | [2] | 6.4 | | | | |
| FY-00 2 KITS | | | | | | | | | [2] | 6.3 | | |
| FY-01 2 KITS | | | | | | | | | [2] | 6.3 | | |
| FY-02 3 KITS | | | | | | | | | | | [3] | 9.6 |
| TOTAL INSTALL | | | | | 1 | 3.5 | 2 | 6.4 | 4 | 12.5 | 3 | 9.6 |
| TOTAL COST (BP-1100) | 3 | 36.6 | 2 | 24.2 | 2 | 32.9 | 3 | 44.9 | | 14.1 | | 13.2 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 4.4 | | | | | | | | 141.1 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 10 | 8.8 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [10] | 105.8 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.6 |
| DATA | | | | | | | | | | 1.5 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| INTEGRATION | | | | | | | | | | 4.1 |
| DMS (Diminished Manufacturing Sources) | | | | | | | | | | 2.6 |
| PMA | | | | | | | | | | 10.4 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-99 3 KITS | | | | | | | | | [3] | 9.9 |
| FY-00 2 KITS | | | | | | | | | [2] | 6.3 |
| FY-01 2 KITS | | | | | | | | | [2] | 6.3 |
| FY-02 3 KITS | | | | | | | | | [3] | 9.6 |
| TOTAL INSTALL | | | | | | | | | 10 | 32.1 |
| TOTAL COST (BP-1100) | | | | | | | | | 10 | 165.8 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 22 Months

Follow-On Lead Time: 22 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: SATCOM (SATELLITE COMMUNICATIONS) MN-38202

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-8B Class P
PE 0207581F Team INFO

Description/Justification

Modification required to retrofit fifteen (15) operational Joint STARS aircraft with new basic Satellite Communications (SATCOM) capability, but current funding supports only 10 (kits/installs). There is a five kit disconnect due to fiscal constraints. This modification provides for data transmit and receive via Demand Assigned Multiple Access (DAMA) in order to satisfy 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 Aperture Radar (SAR) and Moving Target Indicator (MTI)/Fixed Target Indicator (FTI) messages to beyond line-of-sight locations, such as Common Ground Stations (CGSs). This modification requires CRP (MN-38201) baseline. SATCOM capability is to be added to the 16th aircraft in line production. This line covers all items necessary to field the SATCOM capability and meet interoperability requirements to accomplish the program, and meet the User's (ACC) operational requirements. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 10, Reserve 0, ANG 0

Development Status

The RDT&E contract was awarded 26 March 1999 for the Engineering and Manufacturing Development (EMD) effort. RDT&E funds development of software required to integrate the SATCOM Prime Mission Equipment (PME) into the Joint STARS configuration baseline. A System Design & Requirement TIM occurred on 18 August 1999, the Initial Design TIM occurred 28 March 2000 and the Final Design TIM on January 2001. The GFE AIT radio program has been re-baselined several times. This has placed schedule and cost pressure on this SATCOM effort, requiring 6-9 additional months of development schedule. The extended development schedule is being remedied using a spiral development approach. A stand-alone software release (interim release) is required to make the individual spirals fieldable. Radio interoperability testing, Army interface development and other connectivity efforts will round out the system of systems interoperability requirement.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 10.2 | | 14.6 | | 19.7 | | 16.5 | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 6 | 6.8 | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | [6] | 11.4 | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| PMA | | | | | | | | | | 2.6 | | 1.9 |
| TEST | | | | | | | 5.7 | | | | | 0.5 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-03 6 KITS | | | | | | | | | | | [6] | 3.0 |
| FY-05 4 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | | | | | 6 | 3.0 |
| TOTAL COST (BP-1100) | | | | | | | 5.7 | 6 | 20.8 | | | 5.4 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 61.0 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 4 | 4.7 | | | | | | | 10 | 11.5 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | [4] | 7.9 | | | | | | | [10] | 19.3 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| PMA | | 2.3 | | 1.8 | | | | | | 8.6 |
| TEST | | | | 0.4 | | | | | | 6.6 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-03 6 KITS | | | | | | | | | [6] | 3.0 |
| FY-05 4 KITS | | | [4] | 2.1 | | | | | [4] | 2.1 |
| TOTAL INSTALL | | | 4 | 2.1 | | | | | 10 | 5.1 |
| TOTAL COST (BP-1100) | 4 | 14.9 | | 4.3 | | | | | 10 | 51.0 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SPIRAL IMPLEMENTATION MODS MN-38203
Models of Aircraft Affected: E-8C

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-8B Class P
PE 0207581F Team INFO

Center: ESC - Hanscom AFB, MA

Description/Justification

Joint STARS faces a continuing challenge to keep the prime mission equipment (PME) software and hardware viable in order to perform the mission according to warfighter requirements. We are determining the means to enhance the battle management command, control, and communications (BMC3) capability to achieve the Global Strike Task Force (GSTF) vision. We are developing advanced battle management decision aids and information fusion tools to enable commanders to make more timely decisions in tracking and killing time critical targets (TCTs) and achieving Predictive Battlespace Awareness (PBA). Examples include Command and Control (C2) Enterprise initiatives such as CREWS 2000, ABCCC Divestiture, Improved Data Modem (IDM), Battle Management Command, Control and Communications (BMC3), Ground Moving Target Indicator (GMTI), Network Centric Collaborative Targeting (NCCT), PBA, Sim Based Acquisition (SBA), Battle Management Decision Aids, Security Protection Systems and Joint Service Work Stations (JSWS). Spiral Development Activities will categorize and evaluate initiatives according to their utility to the warfighter. Categories include: Time Critical Targeting, Mission Crew Efficiency/Effectiveness, Interoperability Upgrades, System Performance, and Combat Identification in the Kill Chain (find, fix, track, ID, target, engage, assess). The integrated release approach would address aircraft availability improvements, mission deficiencies, capability improvements, and the addition of new combat capabilities to the mission software and hardware. Further, the integrated release strategy would be used to add reliability and maintainability upgrades and RTOC/CSMI upgrades in a spiral implementation approach. The Command & Control, Intelligence, Surveillance, and Reconnaissance (C2ISR) System Architecture Improvements include concept exploration and program definition/risk reduction efforts that support continuous improvements and implementation of C2ISR capabilities to enable a joint global strike task force. This effort includes but is not limited to manned and unmanned platforms, space, data links and advanced BMC3 concepts. These efforts include but are not limited to the ISR constellation, UAV, data links, Space, AMTI, GMTI and large airborne platform integration efforts.

Joint STARS leads the way to Information Dominance by providing coherent Battlespace Situational Awareness and Battle Management (BMC3) to enable the Joint Forces Commander to prevail anytime, anywhere. Spiral Development Activities are our tool to manage BMC3 as a product - in an evolutionary manner. By being capability focused, we match technical capability to warfighter requirements, spiraling interoperable BMC3 capability to the warfighter. Managing in this new paradigm enables the acquisition community to dismiss the typical three-year delay from requirements identification to system fielding. We are able to rapidly identify, assess, and field capability to meet emerging warfighter requirements and guarantee Information Dominance. FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 16, Reserve 0, ANG 0

Development Status

Spiral Development Activities begin in FY02 and will remain ongoing.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | 1.3 | | 1.4 | | | 1.3 |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| PMA | | | | | | | 0.5 | | 0.3 | | | 0.3 |
| INTEGRATION | | | | | | | 6.7 | | 2.1 | | | 3.0 |
| TOTAL COST (BP-1100) | | | | | | | 7.2 | | 2.4 | | | 3.2 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | 1.4 | | 1.4 | | 1.3 | | | | 8.0 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| PMA | | 0.3 | | 0.3 | | 0.3 | | | | 1.9 |
| INTEGRATION | | 3.4 | | 4.6 | | 4.6 | | | | 24.2 |
| TOTAL COST (BP-1100) | | 3.6 | | 4.8 | | 4.9 | | | | 26.1 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

| | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | | <u>FY-07</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | |

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UNCLASSIFIED

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|--|---------|---------|---------|-----------------------------------|---------|---------|--------------------------|---------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: H-1 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$0.192 | \$3.504 | \$0.288 | \$0.480 | \$0.633 | \$0.649 | \$1.393 | \$1.437 |

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. Specific modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P-S | 99999A | LOW COST SAFETY M | | | | | | | 0.7 | 0.7 | | 1.4 |
| TOTAL FOR CLASS P-S | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.7 | 0.0 | 1.4 |
| P | 3150 | NAVSTAR GLOBAL PO | 0.1 | | | | | | | | | 3.8 |
| | 8432 | INTEGRATED DATA AC | 0.2 | | | | | | | | | 9.8 |
| | 99999X | LOW COST MODIFICAT | | 0.4 | 0.3 | 0.5 | 0.6 | 0.6 | 0.7 | 0.7 | | 4.5 |
| | Z88888 | REPROGRAMMINGS | 0.1 | 3.1 | | | | | | | | 3.6 |
| TOTAL FOR CLASS P | | | 0.4 | 3.5 | 0.3 | 0.5 | 0.6 | 0.6 | 0.7 | 0.7 | 0.0 | 21.6 |
| TOTAL FOR AIRCRAFT H-1 | | | 0.4 | 3.5 | 0.3 | 0.5 | 0.6 | 0.6 | 1.4 | 1.4 | 0.0 | 23.0 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 59 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: LOW COST MODIFICATIONS

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: H-1 Class P
 PE 0101235F Team SPACE

Center: WRALC Robins AFB GA

Description/Justification

Low cost modifications (under \$900K). Includes transmission fifth mount for the UH-IN.

Note: The FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | 0.6 | | | 0.4 | | 0.3 | | 0.5 | | | 0.6 |
| TOTAL COST (BP-1100) | | 0.6 | | | 0.4 | | 0.3 | | 0.5 | | | 0.6 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | 0.6 | | 0.7 | | 0.7 | | | | 4.5 |
| TOTAL COST (BP-1100) | | 0.6 | | 0.7 | | 0.7 | | | | 4.5 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

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|--|----------|----------|----------|------------------------------------|----------|----------|--------------------------|---------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: H-60 | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$14.811 | \$23.431 | \$26.519 | \$41.274 | \$62.250 | \$40.639 | \$20.789 | \$5.385 |

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 FY02 is to install the -701 engine in the HH-60 and provide enhanced communications capability. The primary modification budgeted in FY02 is the Upgrade Communications and Navigation modification. Specific modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget numbers do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|---------------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P | 6590 | INSTALLATION OF SEL | 4.4 | 6.0 | 7.3 | 6.6 | 3.3 | 0.8 | | | | 32.5 |
| | 8254 | ALTITUDE HOLD AND H | 0.1 | | | | | | | | | 7.9 |
| | 8258 | AN/AAQ-16B FLIR | | | | | 26.7 | 7.6 | 1.3 | | | 51.1 |
| | 8494 | UPGRADE CDU TO 486 | | 1.6 | 0.9 | | | | | | | 2.5 |
| | 8560 | SERVICE LIFE EXTENSI | | 3.3 | 3.6 | 7.8 | 3.9 | | | | | 18.6 |
| | 99999S | SERVICE BULLETINS | | | 0.1 | | | | | | | 0.1 |
| | 99999X | LOW COST MODIFICAT | | 0.1 | 0.1 | 0.1 | 0.3 | 0.1 | 0.1 | 0.2 | | 1.3 |
| | ARR | 701C ENGINE AND GEA | 1.4 | | | | | | | | | 21.5 |
| | T8415 | UPGRADE COMMUNIC | 8.7 | 11.2 | 14.6 | 26.8 | 28.1 | 32.2 | 19.4 | 5.2 | | 152.5 |
| | Z88888 | REPROGRAMMINGS | 0.2 | 1.2 | | | | | | | | 1.6 |
| TOTAL FOR CLASS P | | | 14.8 | 23.5 | 26.6 | 41.3 | 62.3 | 40.7 | 20.8 | 5.4 | 0.0 | 289.5 |
| TOTAL FOR AIRCRAFT MH-60 | | | 14.8 | 23.5 | 26.6 | 41.3 | 62.3 | 40.7 | 20.8 | 5.4 | 0.0 | 289.5 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 60 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: INSTALLATION OF SELF PROTECTION SYSTEM MN-6590

Models of Aircraft Affected: HH60

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: MH-60 Class P
PE 0207224F Team AIR

Description/Justification

The USAF has established a requirement for the Electronic Combat Equipment for HH-60G helicopter. This modification will relocate the existing AN/APR-39A RWR antennas, add the AN/AAR-47 Missile Warning System (MWS), replace the M-130/ALE-40 CMDS with the AN/ALE-47 CMDS and add provisions for future integration of these systems with the RWR. Funds have been reallocated from the HH-60G Upgraded Communications, Navigation/Integrated EW modification to increase quantities of SPS to be fielded in the near term and to complete SPS on active and ANG HH-60Gs. SPS upgrades of reserve HH-60Gs were funded in a separate program.

Note: The FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 64, Reserve 0, ANG 18

Development Status

Testing of the kitproof (full ALE-47 configuration) will complete late 3Q FY00.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 8 | 1.3 | 16 | 2.5 | 18 | 2.2 | 18 | 2.2 | 18 | 2.3 | 4 | 0.6 |
| KITS NONRECUR | | 0.2 | | | | | | | | | | |
| EQUIPMENT | [8] | 0.6 | [16] | 1.5 | [18] | 1.9 | [18] | 1.9 | [18] | 1.9 | [4] | 0.4 |
| EQUIP NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | 0.1 | | 0.1 | | | | 0.1 | | | | 0.3 |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | 0.5 | | 0.3 | | 0.4 | | 1.2 | | 0.4 | | 0.1 |
| OGC | | 0.4 | | 0.0 | | 0.0 | | 0.1 | | 0.2 | | 0.1 |
| FLIGHT TEST | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-99 8 KITS | [8] | 0.9 | | | | | | | | | | |
| FY-00 16 KITS | | | | | [16] | 1.6 | | | | | | |
| FY-01 18 KITS | | | | | | | [18] | 1.8 | | | | |
| FY-02 18 KITS | | | | | | | | | [18] | 1.8 | | |
| FY-03 18 KITS | | | | | | | | | | | [18] | 1.8 |
| FY-04 4 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | 8 | 0.9 | | | 16 | 1.6 | 18 | 1.8 | 18 | 1.8 | 18 | 1.8 |
| TOTAL COST (BP-1100) | 8 | 4.0 | 16 | 4.4 | 18 | 6.0 | 18 | 7.3 | 18 | 6.6 | 4 | 3.3 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 82 | 11.1 |
| KITS NONRECUR | | | | | | | | | | 0.2 |
| EQUIPMENT | | | | | | | | | [82] | 8.2 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | 0.3 | | | | | | | | 0.9 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | 2.8 |
| OGC | | 0.1 | | | | | | | | 1.0 |
| FLIGHT TEST | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-99 8 KITS | | | | | | | | | [8] | 0.9 |
| FY-00 16 KITS | | | | | | | | | [16] | 1.6 |
| FY-01 18 KITS | | | | | | | | | [18] | 1.8 |
| FY-02 18 KITS | | | | | | | | | [18] | 1.8 |
| FY-03 18 KITS | | | | | | | | | [18] | 1.8 |
| FY-04 4 KITS | [4] | 0.4 | | | | | | | [4] | 0.4 |
| TOTAL INSTALL | 4 | 0.4 | | | | | | | 82 | 8.3 |
| TOTAL COST (BP-1100) | | 0.8 | | | | | | | 82 | 32.5 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 4 | 4 | 5 | 5 | 4 | 4 | 5 | 5 | 4 | 4 |
| Output | | | | | | | | | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 4 | 4 | 5 | 5 | 4 | 4 | 4 | 4 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: UPGRADE CDU TO 486 CONFIGURATION MN-8494
 Models of Aircraft Affected:

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: MH-60 Class P
 PE 0207224F Team AIR

Center: WRALC Robins AFB GA

Description/Justification

Form/Fit/Function replacement for the i186CU on the current HH-60G fleet (less the 8 aircraft currently equipped with i486 CDU's). Modification will replace the CDU's on 97 aircraft and 2 simulators and modify 26 CDU spares to the upgraded configuration. Current CDU's are severely task-saturated and have no growth capability. Upgrade to the i486 CDU's will improve the reliability of the system. Modification will be a field level installation, taking approximately 8 hours. No software changes will be made to the CDU's it will use the current CDU software OFP version 10.

Aircraft Breakdown: Active 56, Reserve 23, ANG 18

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 144 | 1.6 | 78 | 0.9 | | | | |
| KITS NONRECUR | | | | | | 0.0 | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | 0.0 | | | | | | |
| SIM/TRAINER | | | | | [2] | 0.0 | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | | | 0.0 | | | | | | |
| MOD OF SPARES | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | | 144 | 1.6 | 78 | 0.9 | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 222 | 2.4 |
| KITS NONRECUR | | | | | | | | | | 0.0 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.0 |
| SIM/TRAINER | | | | | | | | | [2] | 0.0 |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.0 |
| MOD OF SPARES | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 222 | 2.5 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | 01/01 | 01/02 |
| Delivery Date (Month/CY) | | 07/01 | 07/02 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: SERVICE LIFE EXTENSION PROGRAM MN-8560
Models of Aircraft Affected: HH-60G

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: MH-60 Class P
PE 0207224F Team AIR

Center: WRALC Robins AFB GA

Description/Justification

The USAF has established a requirement for HH60G's to extend use as their primary Combat Search and Rescue (CSAR) helicopter through CY2015. This established the need for a Service Life Extension Program (SLEP) to assure a helicopters structural useful life of up to 35 years. In establishing a conservative SLEP up to 10,000 flight hours are assured for each aircraft. Current in Service estimates indicate the helicopter structure will become increasingly maintenance intensive at approximately 7,000 hours of operation. This modification will be accomplished on the oldest HH-60G procured in FY81 and FY82. Funding for the installation of the trial install is paid for in the NRE line.

Note: The FY03-FY07 budget numbers do not reflect the DoD's strategic review results.

Aircraft Breakdown: Active 9, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | 2 | 1.6 | 4 | 3.3 | 2 | 1.8 |
| KITS NONRECUR | | | | | 1 | 3.1 | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.1 | | 0.0 |
| DATA | | | | | | 0.1 | | | | 0.3 | | 0.1 |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | | | | | 0.1 | | 0.0 | | 0.3 | | 0.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 1 KITS | | | | | [1] | | | | | | | |
| FY-02 2 KITS | | | | | | | [2] | 2.0 | | | | |
| FY-03 4 KITS | | | | | | | | | [4] | 3.8 | | |
| FY-04 2 KITS | | | | | | | | | | | [2] | 2.0 |
| TOTAL INSTALL | | | | | 1 | | 2 | 2.0 | 4 | 3.8 | 2 | 2.0 |
| TOTAL COST (BP-1100) | | | | | 1 | 3.3 | 2 | 3.6 | 4 | 7.8 | 2 | 3.9 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 8 | 6.7 |
| KITS NONRECUR | | | | | | | | | 1 | 3.1 |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 0.2 |
| DATA | | | | | | | | | | 0.4 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 0.5 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 1 KITS | | | | | | | | | [1] | |
| FY-02 2 KITS | | | | | | | | | [2] | 2.0 |
| FY-03 4 KITS | | | | | | | | | [4] | 3.8 |
| FY-04 2 KITS | | | | | | | | | [2] | 2.0 |
| TOTAL INSTALL | | | | | | | | | 9 | 7.8 |
| TOTAL COST (BP-1100) | | | | | | | | | 9 | 18.6 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | |
| Input | | | | 1 | | 1 | 1 | | | 2 | 2 | | | 1 | 1 | | | | | |
| Output | | | | | 1 | | | 1 | 1 | | | | | 2 | 2 | | | 1 | 1 | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: 701C ENGINE AND GEARBOX UPGRADE MN-ARR

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: MH-60 Class P
PE 0503114F Team AIR

Description/Justification

Replaces the UH-60L gearbox with an improved durability gearbox with rotary-brake. Also replaces the 700 engine with 701C engines and installs improved flight controls (ECP 451).

Aircraft Breakdown: Active 0, Reserve 0, ANG 13

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | 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 | | 0.7 | | 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) | 13 | 20.1 | | 1.4 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| 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)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

| | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/98 | | | |
| Delivery Date (Month/CY) | 09/99 | 06/00 | | |

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 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 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Modification Title and No: UPGRADE COMMUNICATIONS AND NAVIGATION/INTEGRATED E MN-T8415

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: MH-60 Class P
PE 0207224F Team AIR

Description/Justification

Modifies the HH-60G with upgraded communications, navigation, and electronic warfare systems. This modification has been restructured to increase quantities of higher priority low risk components in the near term and /or delete lower priority or problem components. Funds for the Self Protection System (SPS) portion of the mod have been transferred to a separate mod line for SPS initiated in FY99. The UCN/IEW modification will be accomplished in a 3-phase block upgrade approach. Block A will install SATCOM concurrently (or following) SPS upgrades. Block B will install a floppy-disk Data Transfer System, Group A wiring for Have CSAR, RS-232 ports (for downloading navigation data to a map reader), and a night vision goggle (NVG) Heads Up Display. Block C will remount the gun externally, add NVG cockpit lighting, and install a frequency selective Radar Warning Receiver. This restructure will enable the UCN/IEW mod to be completed on the entire fleet of HH-60Gs. Each block upgrade is considered a separate modification kit, so the total quantity is 315 (3 phases x 105 aircraft).

Note: The FY03-FY07 budget numbers do not reflect the DoD's strategic review results.

Aircraft Breakdown: Active 64, Reserve 23, ANG 18

Development Status

Non-recurring engineering (NRE) for Block A will be completed by 4Q FY00. NRE for Block B begins FY00, completes FY01. NRE for Block C will begin FY02, complete FY03.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 24 | 0.3 | 36 | 0.7 | 72 | 1.5 | 70 | 2.4 | 56 | 1.4 |
| KITS NONRECUR | [1] | 0.8 | [1] | 4.9 | [1] | 0.8 | | | | | [1] | 1.0 |
| EQUIPMENT | | | [24] | 2.1 | [36] | 2.5 | [72] | 5.4 | [70] | 16.1 | [56] | 19.9 |
| EQUIP NONREC | [1] | 0.2 | | | [1] | 3.1 | | | [1] | 5.1 | | 0.7 |
| CHANGE ORDERS | | 1.7 | | | | 0.1 | | 1.9 | | 0.5 | | |
| DATA | | | | 0.1 | | 0.2 | | 0.6 | | | | 0.2 |
| SIM/TRAINER | | 0.1 | [1] | 0.2 | [1] | 2.0 | [1] | 2.5 | [1] | 0.0 | | |
| SUPPORT-EQUIP | | | | 0.1 | | 0.2 | | 0.2 | | 0.1 | | 0.1 |
| ICS | | | | | | | | | | | | |
| OGC | | 0.3 | | 0.7 | | 0.8 | | 0.9 | | 0.8 | | 0.9 |
| FLIGHT TEST | | 3.2 | | 0.2 | | 0.1 | | 1.1 | | 0.6 | | 0.1 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 24 KITS | | | | | [24] | 0.6 | | | | | | |
| FY-01 36 KITS | | | | | | | [36] | 0.6 | | | | |
| FY-02 72 KITS | | | | | | | | | [72] | 1.3 | | |
| FY-03 70 KITS | | | | | | | | | | | [70] | 3.9 |
| FY-04 56 KITS | | | | | | | | | | | | |
| FY-05 39 KITS | | | | | | | | | | | | |
| FY-06 18 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | 24 | 0.6 | 36 | 0.6 | 72 | 1.3 | 70 | 3.9 |
| TOTAL COST (BP-1100) | | 6.3 | 24 | 8.7 | 36 | 11.2 | 72 | 14.6 | 70 | 26.8 | 56 | 28.1 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 39 | 1.6 | 18 | 0.7 | | | | | 315 | 8.6 |
| KITS NONRECUR | | | | | | | | | [4] | 7.5 |
| EQUIPMENT | [39] | 24.6 | [18] | 11.2 | | | | | [315] | 81.8 |
| EQUIP NONREC | | 0.4 | | 0.4 | | | | | [3] | 9.8 |
| CHANGE ORDERS | | | | | | 1.5 | | | | 5.7 |
| DATA | | 0.1 | | 0.2 | | 0.1 | | | | 1.5 |
| SIM/TRAINER | | | | | | | | | [4] | 4.8 |
| SUPPORT-EQUIP | | 0.1 | | 0.2 | | 0.2 | | | | 1.1 |
| ICS | | | | | | | | | | |
| OGC | | 0.6 | | 0.5 | | 0.6 | | | | 6.0 |
| FLIGHT TEST | | 0.1 | | 0.1 | | 0.1 | | | | 5.5 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-00 24 KITS | | | | | | | | | [24] | 0.6 |
| FY-01 36 KITS | | | | | | | | | [36] | 0.6 |
| FY-02 72 KITS | | | | | | | | | [72] | 1.3 |
| FY-03 70 KITS | | | | | | | | | [70] | 3.9 |
| FY-04 56 KITS | [56] | 4.8 | | | | | | | [56] | 4.8 |
| FY-05 39 KITS | | | [39] | 6.1 | | | | | [39] | 6.1 |
| FY-06 18 KITS | | | | | [18] | 2.8 | | | [18] | 2.8 |
| TOTAL INSTALL | 56 | 4.8 | 39 | 6.1 | 18 | 2.8 | | | 315 | 20.2 |
| TOTAL COST (BP-1100) | 39 | 32.2 | 18 | 19.4 | | 5.2 | | | 315 | 152.5 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|---|--------------|---|---|----|--------------|----|----|----|--------------|---|----|----|--------------|----|----|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 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 | 12 | | | | | 24 | 12 | 12 | 20 | 20 | 20 | 4 | 22 | 22 | 22 | 15 | 15 | 10 | 16 |
| Output | | | | | | | | | | | | | 12 | 12 | | | | | | 24 | 12 | 12 | 20 | 20 | 20 | 4 | 22 | 22 | 22 | 15 | 15 | 10 | |

Installation Schedule Continued

| | <u>FY-06</u> | | | | <u>FY-07</u> | | | |
|----------|--------------|----|----|----|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 10 | 10 | 10 | 9 | 9 | 5 | 4 | |
| Output | 16 | 10 | 10 | 10 | 9 | 9 | 5 | 4 |

UNCLASSIFIED

| | | | | | | | | |
|---|----------|----------|----------|-------------------------------------|----------|----------|--------------------------|----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: Other | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$20.042 | \$33.406 | \$50.954 | \$62.174 | \$83.309 | \$62.324 | \$31.382 | \$45.410 |

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 FY02 is to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY02, UHF SATCOM/ANDVT/DAMA upgrade mod will provide modernized SATCOM terminals as mandated by the JCS. Other modifications budgeted and programmed are listed shown below. Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

Note: The FY 03 - FY 07 budget numbers do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|---------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P-S | 99999A | LOW COST SAFETY M | | 0.1 | 0.2 | 0.2 | 0.2 | 0.3 | 0.3 | 0.3 | | 1.4 |
| TOTAL FOR CLASS P-S | | | 0.0 | 0.1 | 0.2 | 0.2 | 0.2 | 0.3 | 0.3 | 0.3 | 0.0 | 1.4 |
| P | 14212B | SUPPORT EQUIPMENT | | 0.1 | 0.1 | 0.1 | 0.1 | | | | | 9.0 |
| | 4501 | EHF SATCOM | | | | | | 8.5 | 21.3 | 42.9 | 95.3 | 167.9 |
| | 8600 | MISSILE LAUNCHER M | | | 0.6 | 0.5 | 0.5 | | | | | 1.6 |
| | 8666 | PRECISION ATTACK SY | | 10.0 | 13.8 | 20.8 | 27.7 | 15.8 | 0.8 | 0.9 | | 89.9 |
| | 99999J | MISCELLANEOUS LOW | 0.1 | 0.1 | 0.1 | 0.1 | | | | | | 3.2 |
| | 99999U | LOW COST RETROFIT | 0.2 | 2.4 | 1.1 | | | | | | | 3.7 |
| | 99999V | MISCELLANEOUS LOW | 0.1 | | | | | | | | | 1.0 |
| | 99999X | LOW COST MODIFICAT | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | | 4.5 |
| | CMWS | COMMON MISSILE WA | | | 0.1 | 0.1 | 0.1 | 0.2 | 0.3 | 0.3 | | 0.8 |
| | E900 | E-9A TELEMETRY SYST | | | | | 5.8 | 5.4 | 0.3 | 0.1 | | 11.6 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 61 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

| | | | | | | | | |
|--|----------|----------|----------|-------------------------------------|----------|----------|--------------------------|----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: Other | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$20.042 | \$33.406 | \$50.954 | \$62.174 | \$83.309 | \$62.324 | \$31.382 | \$45.410 |

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 FY02 is to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY02, UHF SATCOM/ANDVT/DAMA upgrade mod will provide modernized SATCOM terminals as mandated by the JCS. Other modifications budgeted and programmed are listed shown below. Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

Note: The FY 03 - FY 07 budget numbers do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|---------------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| | F16HTS | HARM TARGETING SYS | 0.7 | 0.8 | | | | | | | | 14.5 |
| | HTSR7 | F-16 HTS R7 POD UPG | | | | | 10.5 | 10.0 | 8.5 | 1.0 | 5.8 | 35.8 |
| | T8137 | UHF SATCOM UPGRAD | 18.3 | 13.2 | 35.1 | 40.4 | 38.4 | 22.2 | | | | 224.8 |
| | T8174 | HF MODERNIZATION | 0.6 | | | | | | | | | 21.3 |
| | Z88888 | REPROGRAMMINGS | 0.2 | 6.7 | | | | | | | | 10.1 |
| TOTAL FOR CLASS P | | | 20.2 | 33.5 | 51.0 | 62.2 | 83.3 | 62.2 | 31.2 | 45.2 | 101.1 | 599.7 |
| TOTAL FOR AIRCRAFT OTHER | | | 20.2 | 33.6 | 51.2 | 62.4 | 83.5 | 62.4 | 31.5 | 45.5 | 101.1 | 601.1 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 61 | PAGE NO. 2 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: MISSILE LAUNCHER MODIFICATION MN-8600
Models of Aircraft Affected: MULTI

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: OTHER Class P
PE 0207161F Team AIR

Center: WRALC Robins AFB GA

Description/Justification

Modification to Air Force missile launchers (LAU-12X series). The requirement was identified during developmental flight test launches of the AIM-9X. All current Air Force launchers have a 'fin retention assembly' (FRA) designed to support previous versions of the AIM-9 missile (not required by AIM-9X). The intent of the FRA is to minimize the amount of vibration/movement of the AIM-9M forward fins prior to launch. During AIM-9X DT launches, interference between the current FRA and the AIM-9X missile would be possible. This modification incorporates minor changes to the shape and location of the FRA which eliminates the interference issue and allows the launcher to be utilized by all AIM-9 missiles.

Note: The FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 5372, Reserve 316, ANG 2592

Development Status

The AIM-9X Joint Program Office, via the missile contractor, has completed design and testing (qualification/captive flight/launch) of the modified FRA hardware. The TCTO will be developed and tested at WRALC prior to sending to field units for installation.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | 1,720 | 0.6 | 1,538 | 0.5 | 1,508 | 0.5 |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | | | | 1,720 | 0.6 | 1,538 | 0.5 | 1,508 | 0.5 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 4,766 | 1.6 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | 4,766 | 1.6 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 5 Months

Follow-On Lead Time: 5 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: OTHER Class P

Modification Title and No: PRECISION ATTACK SYSTEMS PROCUREMENT MN-8666

Models of Aircraft Affected: LANTIRN SE for F-15E and
F-16C/D

Center: WRALC Robins AFB GA

PE 0207249F Team POWER

Description/Justification

This program will upgrade aging support equipment used for maintenance of Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pods. The targeting pod is the core of the Combat Air Forces (CAF) precision guided munitions (PGM) capability, the heart of F-15E and F-16Blk40 operations. The mission capable rate of the pods is directly related to the support equipment availability. Utilizing early 1980's technology, the equipment is in serious decline with excessive down-time due to obsolete parts and decreasing repair capability. The Support Equipment Mid-Life Upgrade (MLU) will replace obsolete parts with commercial off-the-shelf components, increase throughput by 70 percent, and provide for an AEF-tailored rapid deployment capability.

Congressional add of \$5500 in FY01 for Situational Awareness Data Link (SADL) for the Air National Guard (ANG) for the A-10, C-130 and KC-135 aircraft. Funds will be distributed during the FY02 President's Budget cycle.

Note: The FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 20, Reserve 0, ANG 1

Development Status

Engineering development for upgrade of LANTIRN Intermediate Automatic Test Equipment (LIATE) and Electro-Optical Test Station (EOTS) is in progress and funded under the Commercial Operations and Support Savings Initiative (COSSI) program with completion scheduled for Oct 00. RDT&E funding (3600) is required in FY01 and 02 for any further development and for completion of technical data and drawings.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | 4.0 | | 6.0 | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | 3 | 10.0 | 3 | 13.8 | 5 | 20.8 | 7 | 27.7 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| CONGRESSIONAL | | | | | | | | | | | | |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 | 3 | | | | | | [3] | | | | | |
| FY-02 | 3 | | | | | | | | [3] | | | |
| FY-03 | 5 | | | | | | | | | | | [5] |
| FY-04 | 7 | | | | | | | | | | | |
| FY-05 | 3 | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | 3 | | 3 | | | 5 |
| TOTAL COST (BP-1100) | | | | | 3 | 10.0 | 3 | 13.8 | 5 | 20.8 | 7 | 27.7 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|---|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 10.0 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 3 | 15.8 | | | | | | | 21 | 88.2 |
| KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | 0.8 | | 0.9 | | | | 1.7 |
| SIM/TRAINER SUPPORT-EQUIP CONGRESSIONAL | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 3 KITS | | | | | | | | | [3] | |
| FY-02 3 KITS | | | | | | | | | [3] | |
| FY-03 5 KITS | | | | | | | | | [5] | |
| FY-04 7 KITS | [7] | | | | | | | | [7] | |
| FY-05 3 KITS | | | | [3] | | | | | [3] | |
| TOTAL INSTALL | 7 | | 3 | | | | | | 21 | |
| TOTAL COST (BP-1100) | 3 | 15.8 | | 0.8 | | 0.9 | | | 21 | 89.9 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

| | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | 1 | 1 | 1 | | 1 | 1 | 1 | | 1 | 2 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Output | | | | | 1 | 1 | 1 | | 1 | 1 | 1 | | 1 | 2 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: LOW COST RETROFIT MODS MN-99999U
Models of Aircraft Affected: MH-53J

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: OTHER Class P
PE 0404011F Team INFO

Center: WRALC Robins AFB GA

Description/Justification

This is an FY01 new start. This modification will upgrade the AAR-47 IR missile warning systems on the MH-53J Special Operations Forces (SOF) helicopters. The USAF is procuring the upgrade kits for the AFSOC MH-53Js and other USAF platforms but the Navy is leading development of the sensor upgrade. The upgrade will increase IR detection sensitivity and add a laser warning capability. It will also improve system life with a 15 year warranty. The modification will upgrade 49 AAR-47 shipsets which includes 39 MH-53J helicopters and 10 spares. FY00 funding for GATM and is a Congressional add--not a new start. FY01 funding for GATM is an OSD add of \$583K, which will continue to modify SOF aircraft ANR-147 VOR/ILS receivers for FM Immunity.

Aircraft Breakdown: Active 49, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | 35 | 1.6 | 14 | 0.8 | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | 0.8 | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| AIRCRAFT | | | | 0.2 | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-01 35 KITS | | | | | | | [35] | 0.2 | | | | |
| FY-02 14 KITS | | | | | | | [14] | 0.1 | | | | |
| TOTAL INSTALL | | | | | | | 49 | 0.3 | | | | |
| TOTAL COST (BP-1100) | | | | 0.2 | 35 | 2.4 | 14 | 1.1 | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 49 | 2.4 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | 0.8 |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| AIRCRAFT | | | | | | | | | | 0.2 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-01 35 KITS | | | | | | | | | [35] | 0.2 |
| FY-02 14 KITS | | | | | | | | | [14] | 0.1 |
| TOTAL INSTALL | | | | | | | | | 49 | 0.3 |
| TOTAL COST (BP-1100) | | | | | | | | | 49 | 3.7 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> |
|--------------------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | 11/00 | 11/01 |
| Delivery Date (Month/CY) | | 09/01 | 09/02 |

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | |
| Input | | | | | | | | | 5 | 15 | 15 | 14 |
| Output | | | | | | | | | 5 | 15 | 15 | 14 |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: HARM TARGETING SYSTEM MN-F16HTS
Models of Aircraft Affected: MULTI (F-16)

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: OTHER Class P
PE 0207136F Team AIR

Center: AAC Eglin AFB

Description/Justification

The ASQ-213 Pod, a High Speed Anti-Radiation Missile (HARM) Targeting System (HTS), senses enemy radar emissions and provides targeting information for the F-16 Block 50/52. The F-16 HTS provides the only USAF reactive Suppression of Enemy Air Defenses (SEAD) capability. There are 133 HTS Revision 5 (R5) pods. Contract was awarded Mar 98 for kits to upgrade pods to R6 configuration. R6 upgrade improves HTS performance by reducing time needed to compute a targeting solution, increasing the number of targets that can be tracked and improving system ability to resolve ambiguities. Funding has been programmed in FY00-07 to continue next phase of HTS P3I development, upgrade of pods to R7 configuration. A separate P3A exhibit covers the R7 kit development and installations.

Note: FY03-FY07 budget numbers do not reflect DoD strategic review results.

Aircraft Breakdown: Active 133, Reserve 0, ANG 0

Development Status

HTS is operational on the F-16. A development contract for R6 was awarded in FY96 to improve pod performance and assess life extension modifications. FY98/99 RDT&E funding completed R6 development and testing. Installation of R6 modification kits into the current fleet has been delayed due to issues with the F-16 Operational Flight Program (OFP) software upgrade (version 50T5). Because of compatibility requirements, the R6 installation schedule was tied directly to fielding of the F-16 50T5 OFP. The retrofit installation is planned to be completed this calendar year. Approximately 133 kits will be installed and 2 kits are planned as spares.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | 31.1 | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | 135 | 9.0 | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| OGC | | 2.6 | | | | | | | | | | |
| ICS | | 0.3 | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-98 135 KITS | [72] | 1.1 | [28] | 0.7 | [33] | 0.8 | | | | | | |
| TOTAL INSTALL | 72 | 1.1 | 28 | 0.7 | 33 | 0.8 | | | | | | |
| TOTAL COST (BP-1100) | 135 | 13.0 | | 0.7 | | 0.8 | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 31.1 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | 135 | 9.0 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| OGC | | | | | | | | | | 2.6 |
| ICS | | | | | | | | | | 0.3 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-98 135 KITS | | | | | | | | | [133] | 2.7 |
| TOTAL INSTALL | | | | | | | | | 133 | 2.7 |
| TOTAL COST (BP-1100) | | | | | | | | | 135 | 14.5 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 22 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

| | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|----|----|----|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | | | | | | | | | | | | | | | | | 2 | 20 | 22 | 27 | 13 | 28 | 15 | 6 | | | | |
| Output | | | | | | | | | | | | | | | | | | | 15 | 29 | 27 | 13 | 28 | 15 | 6 | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: UHF SATCOM UPGRADE MN-T8137
Models of Aircraft Affected: MULTI

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: OTHER Class P
PE 0303601F Team SPACE

Center: ESC - Hanscom AFB, MA

Description/Justification

This effort acquires and installs modernized UHF satellite communications (SATCOM) terminals with embedded Demand-Assigned Multiple Access (DAMA) channel-sharing capabilities and Advanced Narrowband Digital Voice Terminal (ANDVT) interoperability to comply with Joint Staff mandates. FY96-FY99 funds acquired and installed equipment for Air Force Special Operations Command (AFSOC) AC-130, EC-130, MC-130, and MH-53 aircraft, with some installation kits/costs supported by other funding lines. FY98-FY05 funds acquire and install Airborne Integrated Terminals (AIT) for aircraft including the B-2, E-3, EC-130E, EC-130H, EC-135E, HC-130, RC-135S, RC-135U, RC-135V/W, TC-135S/W, and WC-135. All B-2 AIT install kits/costs and some E-3 AIT equipment and install kits/costs are supported by B-2 MN-T8137, 'UHF SATCOM Upgrade' and E-3 MN-T8135, 'SATCOM DAMA', respectively; these costs and quantities are not included below. [E-8 AIT modifications are entirely funded by E-8 MN-38202, 'SATCOM (Satellite Communications)'.] Install kit costs vary by aircraft due to variations in integration complexity and electronic and physical environments. Kit nonrecurring costs appear in multiple fiscal years due to initiation of production for different platform types in different years. FY00-FY06 equipment requires contractor/depot installation. Equipment quantities do not equal install kit quantities because some platforms install multiple terminals with one install kit - the exhibit has been changed to reflect this accurately. Milestones listed reflect contract awards for AFSOC in FY96-FY97 and for AIT in FY98 forward; the initial lead time shown refers to that for AIT.

Note: FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 240, Reserve 0, ANG 0

Development Status

No associated RDT&E funding.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 77 | 4.6 | 5 | 1.9 | 13 | 1.7 | 21 | 3.5 | 96 | 10.9 | 33 | 7.7 |
| KITS NONRECUR | | 15.0 | | 10.8 | | 5.0 | | 13.1 | | 6.7 | | 6.9 |
| EQUIPMENT | [216] | 25.9 | [28] | 2.9 | [26] | 2.7 | [80] | 8.6 | [170] | 18.0 | [91] | 9.6 |
| EQUIP | | 1.5 | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | 0.8 | | | | 0.7 | | 1.1 | | | | |
| DATA | | 4.2 | | | | 0.4 | | 0.2 | | 0.2 | | 1.4 |
| SIM/TRAINER | [4] | 0.8 | [4] | 0.4 | [3] | 0.3 | [15] | 2.7 | [2] | 0.2 | [7] | 1.6 |
| SUPPORT-EQUIP | | 0.3 | | | | | | | | | | |
| SPARES | | | | | | | [24] | 2.9 | [2] | 0.3 | [20] | 2.1 |
| OGC | | 2.6 | | 0.9 | | 1.0 | | 1.1 | | 1.0 | | 1.0 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-97 55 KITS | [55] | 1.5 | | | | | | | | | | |
| FY-98 22 KITS | | | [22] | 1.4 | | | | | | | | |
| FY-00 5 KITS | | | | | [5] | 1.6 | | | | | | |
| FY-01 13 KITS | | | | | | | [13] | 1.7 | | | | |
| FY-02 21 KITS | | | | | | | | | [21] | 3.2 | | |
| FY-03 96 KITS | | | | | | | | | | | [96] | 8.0 |
| FY-04 33 KITS | | | | | | | | | | | | |
| FY-05 22 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | 55 | 1.5 | 22 | 1.4 | 5 | 1.6 | 13 | 1.7 | 21 | 3.2 | 96 | 8.0 |
| TOTAL COST (BP-1100) | 77 | 57.2 | 5 | 18.3 | 13 | 13.2 | 21 | 35.1 | 96 | 40.4 | 33 | 38.4 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 22 | 12.0 | | | | | | | 267 | 42.3 |
| KITS NONRECUR | | 2.6 | | | | | | | | 60.0 |
| EQUIPMENT | [35] | 3.7 | | | | | | | [646] | 71.4 |
| EQUIP NONREC | | | | | | | | | | 1.5 |
| CHANGE ORDERS | | | | | | | | | | 2.6 |
| DATA | | | | | | | | | | 6.3 |
| SIM/TRAINER | [1] | 0.1 | | | | | | | [36] | 6.1 |
| SUPPORT-EQUIP | | | | | | | | | | 0.3 |
| SPARES | | | | | | | | | [46] | 5.3 |
| OGC | | 1.0 | | | | | | | | 8.7 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-97 55 KITS | | | | | | | | | [55] | 1.5 |
| FY-98 22 KITS | | | | | | | | | [22] | 1.4 |
| FY-00 5 KITS | | | | | | | | | [5] | 1.6 |
| FY-01 13 KITS | | | | | | | | | [13] | 1.7 |
| FY-02 21 KITS | | | | | | | | | [21] | 3.2 |
| FY-03 96 KITS | | | | | | | | | [96] | 8.0 |
| FY-04 33 KITS | [28] | 2.8 | | | | | | | [28] | 2.8 |
| FY-05 22 KITS | | | | | | | | | | |
| TOTAL INSTALL | 28 | 2.8 | | | | | | | 240 | 20.2 |
| TOTAL COST (BP-1100) | 22 | 22.2 | | | | | | | 267 | 224.8 |

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 36 Months

Follow-On Lead Time: 12 Months

Milestones

| | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/96 | 12/96 | 05/98 | 01/99 | 09/00 | 12/00 | 12/01 | 12/02 | 12/03 | 12/04 | 12/05 |
| Delivery Date (Month/CY) | 09/97 | 12/97 | 05/01 | 07/01 | 09/01 | 12/01 | 12/02 | 12/03 | 12/04 | 12/05 | 12/06 |

Installation Schedule

| | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | |
|--------|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|----|----|----|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 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 | | | | | | | | | | | | | 2 | 1 | 1 | 6 | 3 | 12 | 14 | 14 | 8 |
| Output | | | | | | | | | 15 | 15 | 13 | 12 | | | | | | | | | | | | | 2 | 1 | 1 | 6 | 3 | 12 | 14 | 14 | |

Installation Schedule Continued

| | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | |
|----------|--------------|----|----|----|--------------|----|----|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 24 | 24 | 24 | 24 | 12 | 12 | 4 | | | | | |
| Output | 8 | 24 | 24 | 24 | 24 | 12 | 12 | 4 | | | | |

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| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
|--|---------|---------|----------|-----------------------------|----------|----------|-------------------|----------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: PRDT | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$0.000 | \$0.000 | \$10.384 | \$10.697 | \$10.893 | \$11.104 | \$11.419 | \$11.634 |

Predator is an autonomous, long-dwell, unmanned reconnaissance system capable of operating over the horizon while providing real-time intelligence information to the Joint Task Force Commander. The air vehicle carries electro-optical (EO), Infra-Red (IR), and synthetic aperture radar (SAR) sensors, and is capable of transmitting near real time full motion video to the task force commander and throughout the operational theater. The primary modification budgeted for FY02 is Predator Laser.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD</u> <u>NR</u> | <u>MODIFICATION</u> <u>TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST</u> <u>TO GO</u> | <u>TOTAL</u> <u>PROG.</u> |
|-------------------------|-------------------------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------------|------------------------------|
| P | PRDLAS | PREDATOR LASER | | | 10.4 | 10.7 | 10.9 | 11.1 | 11.4 | 11.6 | 0.1 | 66.2 |
| TOTAL FOR CLASS P | | | 0.0 | 0.0 | 10.4 | 10.7 | 10.9 | 11.1 | 11.4 | 11.6 | 0.1 | 66.2 |
| TOTAL FOR AIRCRAFT PRDT | | | 0.0 | 0.0 | 10.4 | 10.7 | 10.9 | 11.1 | 11.4 | 11.6 | 0.1 | 66.2 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 62 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: PREDATOR LASER MN-PRDLAS
Models of Aircraft Affected: RQ-1 Predator

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: PRDT Class P
PE 0305205F Team AIR

Description/Justification

Adds permanent laser designator for use with precision guided munitions. Laser designator will be incorporated with electro-optical/infrared (EO/IR) sensor ball to provide an integrated intelligence, surveillance and reconnaissance/target designation capability. Four existing off-the-shelf laser designators with only infrared sensor capability were procured and installed on Predator air vehicles as a 'quick-reaction' capability for Operation ALLIED FORCE. Program office is working in conjunction with a Navy program to modify an existing laser designator system to include full motion EO/IR video, laser range-finding, infrared illumination and laser imaging systems. FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 48, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | 8 | 0.0 | 8 | 0.0 | 8 | 0.0 |
| KITS NONRECUR EQUIPMENT | | | | | | | [8] | 10.3 | [8] | 10.6 | [8] | 10.8 |
| EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP SPARES | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-02 8 KITS | | | | | | | | | [8] | 0.1 | | |
| FY-03 8 KITS | | | | | | | | | | | [8] | 0.1 |
| FY-04 8 KITS | | | | | | | | | | | | |
| FY-05 8 KITS | | | | | | | | | | | | |
| FY-06 8 KITS | | | | | | | | | | | | |
| FY-07 8 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | | | | | | | | | 8 | 0.1 | 8 | 0.1 |
| TOTAL COST (BP-1100) | | | | | | | 8 | 10.4 | 8 | 10.7 | 8 | 10.9 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 8 | 0.0 | 8 | 0.0 | 8 | 0.0 | | | 48 | 0.2 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | [8] | 11.0 | [8] | 11.3 | [8] | 11.5 | | | [48] | 65.4 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| SPARES | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-02 8 KITS | | | | | | | | | [8] | 0.1 |
| FY-03 8 KITS | | | | | | | | | [8] | 0.1 |
| FY-04 8 KITS | [8] | 0.1 | | | | | | | [8] | 0.1 |
| FY-05 8 KITS | | | [8] | 0.1 | | | | | [8] | 0.1 |
| FY-06 8 KITS | | | | | [8] | 0.1 | | | [8] | 0.1 |
| FY-07 8 KITS | | | | | | | [8] | 0.1 | [8] | 0.1 |
| TOTAL INSTALL | 8 | 0.1 | 8 | 0.1 | 8 | 0.1 | 8 | 0.1 | 48 | 0.6 |
| TOTAL COST (BP-1100) | 8 | 11.1 | 8 | 11.4 | 8 | 11.6 | | 0.1 | 48 | 66.2 |

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>FY-08</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | 12/01 | 12/02 | 12/03 | 12/04 | 12/05 | 12/06 | |
| Delivery Date (Month/CY) | | | 03/03 | 03/04 | 03/05 | 03/06 | 03/07 | 03/08 | |

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | | <u>FY-07</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | | | 8 | | | | 8 | | | | 8 | | | | 8 | | | | 8 | | | |
| Output | | | | | | | | | | | | | 8 | | | | 8 | | | | 8 | | | | 8 | | | | 8 | | | |

Installation Schedule Continued

| | | <u>FY-08</u> | | | |
|----------|---|--------------|---|---|--|
| Quarters | 1 | 2 | 3 | 4 | |
| Input | | 8 | | | |
| Output | | 8 | | | |

UNCLASSIFIED

| | | | | | | | | |
|--|---------|----------|----------|--|----------|---------|--------------------------|---------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: Classified | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$9.007 | \$16.576 | \$23.227 | \$31.734 | \$17.802 | \$8.420 | \$8.596 | \$8.778 |

This line item funds classified modifications to classified projects. The only classified modification budgeted in FY02 is Compass Call.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|---------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P | 1001 | COMPASS CALL | 8.9 | 15.7 | 23.2 | 31.7 | 17.8 | 8.4 | 8.6 | 8.8 | | 266.3 |
| | Z88888 | REPROGRAMMINGS | | 0.1 | 0.9 | | | | | | | 0.1 |
| TOTAL FOR CLASS P | | | 9.0 | 16.6 | 23.2 | 31.7 | 17.8 | 8.4 | 8.6 | 8.8 | 0.0 | 266.4 |
| TOTAL FOR AIRCRAFT CLASSI | | | 9.0 | 16.6 | 23.2 | 31.7 | 17.8 | 8.4 | 8.6 | 8.8 | 0.0 | 266.4 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 63 | PAGE NO. 2 | |
|--|-------------------------------|---------------|--|

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: COMPASS CALL MN-1001
Models of Aircraft Affected: MULTIPLE

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: CLASSI Class P
PE 0207253F Team INFO

Center: ASC - Wright Patterson AFB, OH

Description/Justification

These funds are required to provide for the modification of aircraft and airborne systems used in classified missions. These activities will include the Block 35 modification effort, sustainment and depot activities including temporary modifications supporting kit proofing and other integration (including performance acceptance and testing) and fielding of capabilities. Because of their sensitive nature, the application of special management and security safeguards is required. Special justifications are provided through classified intelligence or security channels as requested.

On 6 Jan 00, the Air Force notified Congress of it's intent to initiate a new activity named PROJECT SUTER. This new start is an initiative to demonstrate the synergistic effects of integrating the operations of intelligence collectors (RC-135 RIVET JOINT) and electronic warfare aircraft (EC-130H COMPASS CALL). Procurement of Airborne Information Transfer (ABIT) datalinks will begin in FY02. Quantities are not provided by year due to classification.

** NOTE: In FY02 there is a line added for 19.0 M against 'Suter'. In top-level database submitted to Congress this money was in a separate P-1 Line in BP10. SAF/FMBI is working the issue of where the funding actually belongs, but the money is noted here in order to balance to ABIDES.

FY03-FY07 budget numbers do not reflect DoD's strategic review results.

Aircraft Breakdown: Active 14, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| CLASSIFIED | | 142.5 | | 6.7 | | 6.8 | | 7.3 | | 7.3 | | |
| TIBS | | 0.6 | | | | | | | | | | |
| RCVRS | | | | 2.2 | | 8.9 | | 15.9 | | 24.4 | | 17.8 |

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| SPARES | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 143.1 | | 8.9 | | 15.7 | | 23.2 | | 31.7 | | 17.8 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| CLASSIFIED | | | | | | | | | | 170.7 |
| TIBS | | | | | | | | | | 0.6 |
| RCVRS | | 8.4 | | 8.6 | | 8.8 | | | | 95.0 |
| SPARES | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 8.4 | | 8.6 | | 8.8 | | | | 266.3 |

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-92

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED

| | | | | | | | | |
|--|-----------|-----------|-----------|------------------------------------|----------|----------|--------------------------|----------|
| BUDGET ITEM JUSTIFICATION (EXHIBIT P-40) | | | | | | | DATE June 2001 | |
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications | | | | P-1 ITEM NOMENCLATURE: DARP | | | | |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| COST (In Mil) | \$236.149 | \$157.819 | \$195.045 | \$144.065 | \$95.391 | \$88.803 | \$79.779 | \$81.488 |

This line item funds classified modifications to the Defense Airborne Reconnaissance Program aircraft. The primary modification budgeted in FY02 is Rivet Joint. The specific modifications budgeted and programmed are listed below.

Note that the FY03 - FY07 budget estimates do not reflect DoD's strategic review results.

| <u>CLASS</u> | <u>MOD NR</u> | <u>MODIFICATION TITLE</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> | <u>FY-07</u> | <u>COST TO GO</u> | <u>TOTAL PROG.</u> |
|-------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------------|
| P | 3009R | REENGINE | 120.0 | 59.9 | 109.1 | 69.7 | 17.6 | 9.0 | | | | 614.2 |
| | 4263 | RIVET JOINT | 78.7 | 74.4 | 56.5 | 47.2 | 50.6 | 65.5 | 66.8 | 68.2 | | 744.7 |
| | 4265 | COMBAT SENT | 8.4 | 7.0 | 8.1 | 8.8 | 9.0 | 9.2 | 9.4 | 9.6 | | 84.1 |
| | 4488 | U-2 SYERS | 5.0 | | | | | | | | | 5.0 |
| | 4493 | U-2 POWER | 8.8 | 18.2 | 9.0 | 9.0 | 9.3 | 1.6 | | | | 65.5 |
| | 4500 | U-2 COCKPIT UPGRAD | 10.0 | | | | | | | | | 10.0 |
| | 4600 | U-2 DUAL DATA LINK (D | 3.5 | | | | | | | | | 3.5 |
| | SCOUT | ANG SENIOR SCOUT | | | 12.3 | 9.3 | 8.8 | 3.5 | 3.5 | 3.6 | | 41.0 |
| | Z88888 | REPROGRAMMINGS | 1.8 | -1. | | | | | | | | 0.1 |
| TOTAL FOR CLASS P | | | 236.1 | 157.8 | 195.0 | 144.1 | 95.4 | 88.8 | 79.8 | 81.5 | 0.0 | 1,568.1 |
| TOTAL FOR AIRCRAFT DARP | | | 236.1 | 157.8 | 195.0 | 144.1 | 95.4 | 88.8 | 79.8 | 81.5 | 0.0 | 1568.1 |

Totals may not add due to rounding.

| | | | |
|--|-------------------------------|---------------|--|
| | P-1 SHOPP LIST ITEM NO. 55 | PAGE NO. 1 | |
|--|-------------------------------|---------------|--|

Projected Financial Plan Continued

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| PROCUREMENT (3010) Continued | | | | | | | | | | | | |
| TEST | | | | | | | | | | 3.0 | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-96 2 KITS | [2] | 3.4 | | | | | | | | | | |
| FY-97 4 KITS | [3] | 5.1 | [1] | 4.2 | | | | | | | | |
| FY-98 1 KITS | | | [1] | 4.2 | | | | | | | | |
| FY-99 2 KITS | | | [2] | 8.3 | | | | | | | | |
| FY-00 4 KITS | | | | | [2] | 7.6 | [2] | 8.5 | | | | |
| FY-01 2 KITS | | | | | | | | | [2] | 8.6 | | |
| FY-02 4 KITS | | | | | | | | | | | [4] | 17.6 |
| FY-03 2 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | 5 | 8.5 | 4 | 16.7 | 2 | 7.6 | 2 | 8.5 | 2 | 8.6 | 4 | 17.6 |
| TOTAL COST (BP-1100) | 9 | 228.9 | 4 | 120.0 | 2 | 59.9 | 4 | 109.1 | 2 | 69.7 | | 17.6 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | 31.2 |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 21 | 227.8 |
| KITS NONRECUR | | | | | | | | | | 12.8 |
| EQUIPMENT | | | | | | | | | [84] | 275.4 |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | 5.7 |
| DATA | | | | | | | | | | 7.8 |
| SIM/TRAINER | | | | | | | | | [2] | 1.8 |
| SUPPORT-EQUIP | | | | | | | | | | 3.3 |
| TEST | | | | | | | | | | 3.0 |
| INSTALLATION OF HARDWARE | | | | | | | | | | |
| FY-96 2 KITS | | | | | | | | | [2] | 3.4 |
| FY-97 4 KITS | | | | | | | | | [4] | 9.3 |
| FY-98 1 KITS | | | | | | | | | [1] | 4.2 |
| FY-99 2 KITS | | | | | | | | | [2] | 8.3 |
| FY-00 4 KITS | | | | | | | | | [4] | 16.1 |
| FY-01 2 KITS | | | | | | | | | [2] | 8.6 |
| FY-02 4 KITS | | | | | | | | | [4] | 17.6 |
| FY-03 2 KITS | | | | | | | | | [2] | 9.0 |
| TOTAL INSTALL | 2 | 9.0 | | | | | | | 21 | 76.5 |
| TOTAL COST (BP-1100) | | 9.0 | | | | | | | 21 | 614.2 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

| | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> | <u>FY-06</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | 09/96 | 12/96 | 07/98 | 04/99 | 12/99 | 12/00 | 12/01 | 12/02 | | | |
| Delivery Date (Month/CY) | 09/98 | 12/98 | 07/00 | 04/01 | 12/01 | 12/02 | 12/03 | 12/04 | | | |

Installation Schedule

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

Installation Schedule Continued

| | <u>FY-04</u> | | | | <u>FY-05</u> | | | | <u>FY-06</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Input | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | |
| Output | 1 | | | | 1 | 1 | 1 | 1 | 1 | 1 | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | 65.5 | | 66.8 | | 68.2 | | | | 744.7 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 65.5 | | 66.8 | | 68.2 | | | | 744.7 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

FY-97

Contract Date (Month/CY)

Delivery Date (Month/CY)

Installation Schedule

FY-97

| | | | | |
|----------|---|---|---|---|
| Quarters | 1 | 2 | 3 | 4 |
| Input | | | | |
| Output | | | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: COMBAT SENT MN-4265
Models of Aircraft Affected: RC-135U

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: DARP Class P
PE 0305207F Team INFO

Description/Justification

Procures and installs various classified modifications for RC-135 aircraft. This mod has multiple contract and delivery dates. Specific quantities and schedules of these modifications are classified and therefore not listed.

FY03-FY07 budget numbers do not reflect the DoD strategic review results.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

Aircraft, aircraft sensor systems, and associated ground support system modifications planned for FY02-FY07 include the procurement, fielding and logistical support for three distinct RIVET JOINT baseline configurations [baseline 7, 8 ,9] and two distinct baselines [baselines 2 & 3] for COMBAT SENT. Additional information is available within the classified Congressional budget exhibits.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | 14.4 | | 7.0 | | 5.8 | | 8.1 | | 8.8 | | 9.0 |
| KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP IPBD | | | | 1.4 | | 1.2 | | | | | | |
| TOTAL COST (BP-1100) | | 14.4 | | 8.4 | | 7.0 | | 8.1 | | 8.8 | | 9.0 |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | 9.2 | | 9.4 | | 9.6 | | | | 81.5 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| IPBD | | | | | | | | | | 2.6 |
| TOTAL COST (BP-1100) | | 9.2 | | 9.4 | | 9.6 | | | | 84.1 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-97

Contract Date (Month/CY)

Delivery Date (Month/CY)

Installation Schedule

FY-97

Quarters 1 2 3 4

Input

Output

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: U-2 SYERS MN-4488
Models of Aircraft Affected: U-2

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: DARP Class P
PE 0305202F Team INFO

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Funding for polarization research for Senior Year Electro-Optical System (SYERS) sensor. This program received a \$5M Congressional add for SYERS on U-2 in FY00. Funding purchases spares for install kits, therefore no installation schedule provided. The three sensor kits will be used as spares for the install kits currently on hand.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | | 5.0 | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | 5.0 | | | | | | | | |
| (Totals may not add due to rounding) | | | | | | | | | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | | 5.0 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 5.0 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

| | <u>FY-00</u> | <u>FY-01</u> |
|--------------------------|--------------|--------------|
| Contract Date (Month/CY) | 04/00 | |
| Delivery Date (Month/CY) | 04/01 | |

Installation Schedule

| | <u>FY-00</u> | | | | <u>FY-01</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Quarters | | | | | | | | |
| Input | | | | | | 3 | | |
| Output | | | | | | 3 | | |

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: U-2 POWER MN-4493
Models of Aircraft Affected: U-2

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: DARP Class P
PE 0305202F Team INFO

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Specific modifications are classified. The funding will be used to improve aircraft power distribution and performance. These modifications are necessary for the aircraft to maintain its mission effectiveness in conjunction with changing mission requirements.

Aircraft Breakdown: Active 35, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | 6 | 9.6 | 6 | 8.8 | 6 | 18.2 | 6 | 9.0 | 6 | 9.0 | 4 | 9.3 |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | 6 | 9.6 | 6 | 8.8 | 6 | 18.2 | 6 | 9.0 | 6 | 9.0 | 4 | 9.3 |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | 1 | 1.6 | | | | | | | 35 | 65.5 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | 1 | 1.6 | | | | | | | 35 | 65.5 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

FY-99

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
FY 2002 PBR
Modification Title and No: U-2 COCKPIT UPGRADE MN-4500
Models of Aircraft Affected: U-2

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: DARP Class P
PE 0305202F Team INFO

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Reconnaissance Avionics Modernization Program (RAMP) and Defensive System upgrades. The \$10M Congressional add in FY00 is for Defensive Systems to purchase 35 multi-function displays and 7 Band-Aid jammers.

Aircraft Breakdown: Active 35, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | 35 | 10.0 | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | | |
| FY-00 35 KITS | | | | | | | | | | | | |
| TOTAL INSTALL | <hr/> | | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | | | |
| | | | 35 | 10.0 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | | |
|--------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | |
| RDT&E (3600) | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | 35 | 10.0 | |
| KITS NONRECUR | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | |
| DATA | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | |
| INSTALLATION OF HARDWARE | | | | | | | | | | | |
| FY-00 35 KITS | | | | | | | | | | | |
| TOTAL INSTALL | <hr/> | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 35 | 10.0 |

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-00

Contract Date (Month/CY)

Delivery Date (Month/CY)

Installation Schedule

FY-00

Quarters 1 2 3 4

Input

Output

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

06/30/2001
 FY 2002 PBR
 Modification Title and No: U-2 DUAL DATA LINK (DDL) MN-4600
 Models of Aircraft Affected: U-2

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: DARP Class P
 PE 0305202F Team INFO

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The funding will be used for improved data links (doubles the band width) which will support two simultaneous independent data links. These modifications are necessary for the aircraft to maintain its mission effectiveness in conjunction with changing mission requirements. In FY00 Congress added \$3.5M for the U-2 Dual Data Link (DDL).

Aircraft Breakdown: Active 35, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

| | PRIOR | | FY-00 | | FY-01 | | FY-02 | | FY-03 | | FY-04 | |
|-----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | | | |
| INSTALL KITS | | | [1] | 3.5 | | | | | | | | |
| KITS NONRECUR | | | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | | | |
| EQUIP | | | | | | | | | | | | |
| NONREC | | | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | | | |
| DATA | | | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | | | |
| TOTAL COST (BP-1100) | | | | 3.5 | | | | | | | | |

(Totals may not add due to rounding)

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | | | | | | | | | [1] | 3.5 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | | | | | | | | | | |
| EQUIP NONREC | | | | | | | | | | |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | <hr/> | | | | | | | | | 3.5 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: DEPOT

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-00

Contract Date (Month/CY)

Delivery Date (Month/CY)

Installation Schedule

FY-00

| Quarters | 1 | 2 | 3 | 4 |
|----------|---|---|---|---|
| Input | | | | |
| Output | | | | |

(Continued)

| | FY-05 | | FY-06 | | FY-07 | | TO COMP | | TOTAL | |
|--------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> | <u>QTY</u> | <u>COST</u> |
| RDT&E (3600) | | | | | | | | | | |
| PROCUREMENT (3010) | | | | | | | | | | |
| INSTALL KITS | [1] | 0.1 | | | | | | | [6] | 0.4 |
| KITS NONRECUR | | | | | | | | | | |
| EQUIPMENT | [1] | 3.4 | [1] | 3.5 | [1] | 3.6 | | | [8] | 38.7 |
| EQUIP NONREC | | | | | | | | | | 1.9 |
| CHANGE ORDERS | | | | | | | | | | |
| DATA | | | | | | | | | | |
| SIM/TRAINER | | | | | | | | | | |
| SUPPORT-EQUIP | | | | | | | | | | |
| TOTAL COST (BP-1100) | | 3.5 | | 3.5 | | 3.6 | | | | 41.0 |
| (Totals may not add due to rounding) | | | | | | | | | | |

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 6 Months

Milestones

| | <u>FY-96</u> | <u>FY-97</u> | <u>FY-98</u> | <u>FY-99</u> | <u>FY-00</u> | <u>FY-01</u> | <u>FY-02</u> | <u>FY-03</u> | <u>FY-04</u> | <u>FY-05</u> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Contract Date (Month/CY) | | | | | | | 12/01 | 12/02 | 12/03 | 12/04 |
| Delivery Date (Month/CY) | | | | | | | 09/02 | 06/03 | 06/04 | 06/05 |

Installation Schedule

| | <u>FY-96</u> | | | | <u>FY-97</u> | | | | <u>FY-98</u> | | | | <u>FY-99</u> | | | | <u>FY-00</u> | | | | <u>FY-01</u> | | | | <u>FY-02</u> | | | | <u>FY-03</u> | | | |
|----------|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Quarters | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| Input | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |